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'70 KG has everything going on



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Pre-production model undergoes a factory restoration

VOLKSWAGEN WORLD



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Our air-cooled trials
and tribulations



LATE DEVELOPER

'74 SUPER BEETLE

1303S RESTORED AT HOME AFTER A 27-YEAR LAY-UP

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Silverado camp out
Highlights from one of the most chilled Stateside shows ever

DO IT:

Scrape, rattle and roll!
Sort your scruffy door scrapers and leaky rubber window seals

READ IT:

Pint-sized Porsche
The story of the miniature VW-engined Dacon 828

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Vehicle owned by: Alex, Heritage Parts Centre Events Coordinator



ENGINES



INTERIOR



BRAKES



SUSPENSION



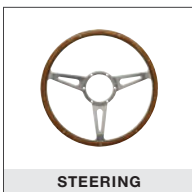
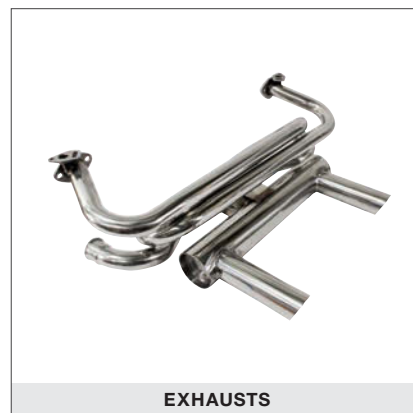
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July 2018



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Berrys Hill, Cudham, Kent, TN16 3AG

EDITORIAL

Editor: Ian Cushway

Email: volksworld.ed@kelsey.co.uk

Art Editor: Andy Saunders

Contributors: Paul Knight, Cathal O'Toole, Andrew Pollock, Mike Renault, Matt Richardson, Stephan Szantai, Mark Walker, James Peene, Richard Gunn, Robin Wager

ADVERTISEMENT SALES

Hill View Media Ltd

Ben Foster

Director

01366 728 488

07976 256 205

ben@hillviewmedia.com

Amy Wattam-Foster

Senior Sales Executive

01366 728 488

amy@hillviewmedia.com

Liz Murray

Sales Executive

01366 728 488

liz@hillviewmedia.com

PRODUCTION

A.T. Graphics

Production Executive: Simon Warby
kelseyclassic@atgraphicsuk.com

01733 362704

Team Leader: Melanie Cooper

01733 362701

MANAGEMENT

Managing Director: Phil Weeden

Chief Executive: Steve Wright

Chairman: Steve Annetts

Finance Director:

Joyce Parker-Sarioglu

Retail Distribution Manager:

Eleanor Brown

Publishing Operations Manager:

Charlotte Whittaker

Audience Development Manager:

Andy Cotton

Brand Marketing Managers:

Debra Hagger; Nikolas Lovely

Events Manager: Kat Chappell

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Overseas subscription orderline:

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UK customer service team:

01959 543 747

Customer service email address:

subs@kelsey.co.uk

Customer service and subscription

postal address:

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VolksWorld

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VOLKS
WORLD

The August 2018
issue goes on sale
Friday 29 June
Don't miss it!



Subscribe & Save - page 88

Welcome to the mag



We've got a bit of a family theme going on this month, starting with an amazing story of rediscovery concerning a '74 1303S Beetle.

The current owner, Colin Springle, remembers perilously sitting in the back seat as it was towed home by his dad before being lost in a lock-up for the next 27 years. When his father passed away, Colin – who'd already inherited a passion for VWs – took it upon himself, with help from other family members, to restore it back to its former glory. He even managed to add a few nice touches along the way, including snazzy Porsche 924 front pews, to produce an end result we're sure his dad would have been proud of.

That's followed by the heart-warming tale of serial Bus owner Kevin Goldsmith and the merry way he's spread his love of VWs over several generations. Again, Kev inherited his enthusiasm for all things Volkswagen from his father who happened to own one of the very first right-hand drive Split Window Beetles back in the 1970s.

Then, regular contributor and columnist Paul Knight received an instant shot of family-fuelled nostalgia when he picked up a July 2002 issue of *VolksWorld* while minding his own business at Stanford Hall and spotted a picture of his

eldest son (now 16) as a baby. Now, how about that for a trip down memory lane!

Of course, while this has been going on I've been doing my own bit to continue the VW lovin' tradition in my family by telling them all about the highs and lows of my VW-owning past. Like the time I pulled the front end off my horribly rusty Karmann Ghia when trying to tow it home from Richmond town centre when I was a student. Or when

“ I am sure, like me, you've all got your own VW-filled tales to tell ”

the bonnet flew open, *Top Gear* style, while driving at 60mph in one of my old Beetles. Even I had to cringe when I recalled my brother's fury when I reversed

into his mint Cabriolet Beetle (in my Cabriolet Beetle), mangling his front valance in the process. Good times, eh?

I am sure, like me, you've all got your own VW-filled tales to tell. One thing's for sure, though – if my lot have half the fun I've had around VWs, then they'll have just as many anecdotes to tell their offspring one day.

Enjoy the issue.

Ian Cushway
Editor



6 Volt

„If you want to speed up your slow starter you need to convert your VW to 12 Volt.“

“6 Volt cars always had poor headlights.“

“These slow flashers are just normal with a 6 Volt system.“

All those statements are very common; you hear them all the time in the vintage VW scene. Anyway, those statements are nothing but **NONSENSE**.

Do you really believe Volkswagen sold all these cars between 1948 and 1967 with lousy starters, dangerous headlights and poor flashers? Do you believe millions of customers bought a car of poor quality? Or were the nights back in 1966 much lighter than nowadays?

Of course not. Volkswagen offered a very good car, at least good enough to make it the world's best-selling car. Everybody back in those days wanted a powerful starter, bright headlights and a proper flasher, same as we want today. If today these devices don't work as well as they should, 6 Volts is not the cause, 6 Volts is just more affected by the process of ageing. To combat this ageing process with a 12 Volt conversion is like fixing a broken exhaust with a big new stereo. Nice effect, but it won't resolve the problem. Sooner or later these issues will resurface and the real cause will remain the same: bad earth connections, dull reflectors and worn out parts.

VEWIB has all you need to do the job right, the first time. We have high quality starters (up to '66 and '67 year only model) and we have brand new reflectors for all headlights (even RHD, Bus, Beetle and Ghia, we have them all), these are exclusively produced by Hella for us. We also have 6 Volt electronic flasher units (regular and hazard), you wouldn't distinguish them from 12 Volt. Of course you have to clean all your connections, the fuse box and earth straps to make the system perform correctly again. A vintage Volkswagen is not like today's modern plug-and-play cars which makes this hobby and your restoration fun, as long as you have the right quality parts to hand. So don't double the voltage, double the joy of restoration with high quality VEWIB parts!

vewib.com

Immer die beste Qualität.

Get them in the diary

Here's a list of gatherings to get your 2018 off to a flying start



JK Open Day

Just Kampers are looking forward to another great Open Day and camping weekend this 9 June from 10-4pm. All weekend camping tickets have sold out after an unprecedented response, but day visitors are more than welcome with free entry at the gate. There will be some great deals on offer from JK, a chance to see their new camping range, as well as the opportunity to shop at a selection of hand-picked traders and speciality food and drink vendors. All of this can be enjoyed at JK's HQ (www.justkampers.com) in Odiham, set amidst the beautiful Hampshire countryside, whilst appreciating the soft tones of the amazing Tom Dibb and Lorna James. There will also be live cookery demonstrations from Chef Campers – an attraction that went down a storm last year, with lots of people enjoying free tasters! The dedicated charity again this year is Cancer Research UK, with 100% of donations and ticket fees going to the organisation. We hope to see you there.

One not to miss!



Run a show?
**Why not
tell us
about it?**

email VolksWorld.ed@kelsey.co.uk

June

Stonor VW Rally

Date: 3 June 2018

Location: Stonor Park, Henley on Thames, Oxfordshire

Contact: www.abvwc.com

Deva Dubs n Rods

Date: 8-10 June 2018

Location: Shrewsbury Showground, SY1 2PF

Contact: www.devadubshow.co.uk

Hangarz

Date: 9-10 June 2018

Location: Sporthal Nazareth, Belgium

Contact: @Hangarz

Bristol Volksfest

Date: 15-17 June 2018

Location: Birches Farm, Bristol

Contact: www.bristolvolksfest.co.uk

International Kever Weekend

Date: 15-17 June 2018

Location: Event Centre De Bergen, Wanroij, Holland

Contact: www.ikwwanroij.nl

Drive your VW to Work Day

Date: 22 June 2018

Location: Worldwide

Contact: <http://www.ploon.nl>

July

Dorset Volksfest

Date: 13-15 July 2018

Location: Wareham, Dorset

Contact: dorsetvolksfest.co.uk

Volks Weald

Date: 13-15 July 2018

Location: Penshurst Place, Kent

Contact: volksweald.co.uk

Bug Jam

Date: 20-22 July 2018

Location: Santa Pod Raceway, Northants

Contact: www.bugjam.co.uk

Dub Odyssey

Date: 27-29 July 2018

Location: Hooton Lodge, Rotherham

Contact: www.dubodyssey.com

Dubtoberfest

Date: 27-29 July 2018

Location: Cheltenham Racecourse

Contact: www.dubtoberfest.co.uk

Kent VW Festival

Date: 27-29 July 2018

Location: Coldred, Kent

Contact: www.kentvwfestival.org.uk

Super VW Festival

Date: 27-30 July 2018

Location: Le Mans, France

Contact: www.supervwfest.com

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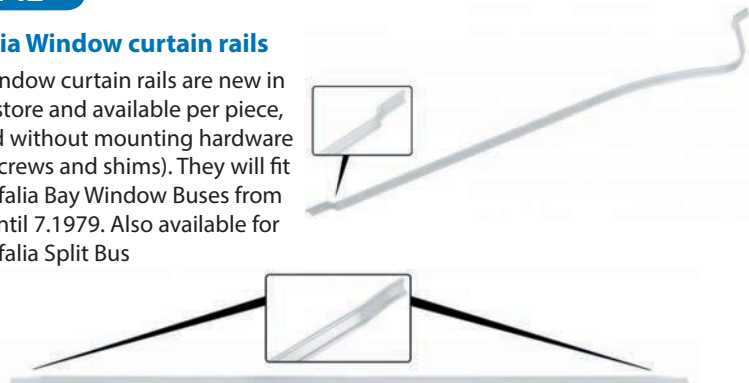
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New parts from Paruzzi

29142

Westfalia Window curtain rails

These window curtain rails are new in our webstore and available per piece, delivered without mounting hardware (parker screws and shims). They will fit the Westfalia Bay Window Buses from 8.1967 until 7.1979. Also available for the Westfalia Split Bus



04547

Automatic transmission starter

This genuine Bosch starter has been professionally rebuild and it meets the original factory specs for the automatic transmission.

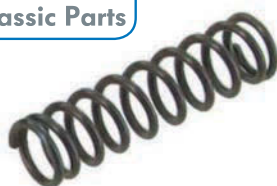


06238

Distributor drive pinion

This is an original Volkswagen part, the best guarantee for the correct spring tension.

**Volkswagen
Classic Parts**



04394

Door locking rod

This door locking rod for the Beetle from 10/1952 until 7/1955 and Split Bus from 1/1953 until 1963 can be used for both the left and the right hand side door, delivered per piece.



05057

Rotor for 123 distributors

Don't install a rotor that looks the same as the one especially designed for the 123, this could lead to serious damage to your engine.



08730

Seat side covers

There are two types of seat side cover plates, one including a hole for the seat knob and one without. The latter also fits the younger Beetle models without the seat knob (they have a lever instead). These are a new parts in the Paruzzi webstore.



05478

Swing axle drive shaft

If the play is not correct or the rear wheel nut is not torqued correctly, the axle drive will wear faster than normal. The only solution is to replace the complete swing axle drive shafts.



STARTER MOTOR

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Win JK's Camper

Just imagine this stunning 1977 Bay on your drive or sat in the corner of a sunny campsite next summer. Well, why not turn that dream into a reality by entering Just Kampers' competition for a chance to win it.

Enter for free, keep your fingers crossed and you never know – this time next year you could be its proud new owner. Best of all, having gone through a complete refresh at their on-site workshop it will be given away with a new MoT, making it all ready for that family weekend getaway.

Visit www.justkampersinsurance.com and enter today. The competition closes at one minute to midnight on 30 November 2018.

“this time next year you could be its proud new owner”



Braking good

We're huge supporters of small businesses, run by enthusiasts for enthusiasts. Which is why we were mortified to discover we had published a picture of a precision engineered disc brake conversion made by Fellows Speed Shop in our April 2018 issue without an accompanying credit. To make matters worse, the Birmingham-based business is a real family affair with a passion for VWs who invested a huge amount of time and effort developing their beautifully engineered dual wide 5 (5x205 PCD) and Porsche (5x130 PCD) billet hubs which they make in-house. Suffice to say, equipped with 4-pot Wilwood calipers, these are the ultimate when it comes to front disc conversion kits and if you have the opportunity to buy them, not only will you be doing us a huge favour but you'll be supporting a dedicated UK manufacturer. Find out more by visiting fellowsspeedshop.com, email info@fellowsspeedshop.com or call 07831 250 481.

Dual wide 5 & Porsche pattern disc brake conversion

Developed in-house and only available from Fellows Speed Shop



Specification:

- Dual wide 5 (5x205 PCD) & Porsche (5x130 PCD) from one hub
 - Works with stock 15" steels & alloys wheels
 - 4 pot Wilwood callipers
 - Porsche 944 discs
 - Billet hubs & calliper brackets
 - Will fit early & late split bus spindles as well as early bay window
 - Braded hoses can be added at additional cost
 - Fully tested
- Price £1150.00 (plus VAT)

Get in touch to find out more
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Your shout

Wolfsburg or bust!

After reading James Peene's wonderful article about his trip to Wolfsburg back in the February 2010 issue of *VolksWorld*, I promised that one day I would do the same trip. Thankfully, after having to put it off owing to ill health, I finally fulfilled my pledge and made the trip this Easter. Whilst I wasn't able to do the road trip, instead getting there by plane and train, it didn't distract from a truly fabulous visit.

The Autostadt is a wonderful place for car lovers, indeed even if you are not, you will get something from it as my wife did. It was a memorable trip and one more thing ticked off the bucket list. I even got to make a YouTube video (search 'The Pavel Srnicek of Pop' on YouTube) which might inspire other readers to make the trip too.

Elliott Winch, via email



Heritage at Brands

Heritage Parts Centre is organising a one day extravaganza on 16 June as part of Deutsche Fest at the legendary Kent race circuit.

There's static space for over 800 vehicles as well as the opportunity for visitors to get out on the track, so if you have a cherished Volkswagen, Porsche or indeed anything German, then put this date in the calendar. Entry is a fiver, but with one of their flyers it's free to get in. Flyers will be included in all parts orders, at events and available from their shop in Shoreham, West Sussex.

Track time is available from just £35 and camping is also an option for those who'd like to partake in a few German beverages during the complimentary evening entertainment! Gates open at 9am. For more info visit the Heritage Parts Centre Facebook page, or look up @driveheritage on Instagram or Twitter.

Latest Stuff



RETRO HORN

From: www.justkampers.com

Price: £30

JK have now got these cool dual tone horns in stock – order them by quoting the part number J42591. They're designed to look like the original 1950's Bosch horns, and will fit any 12v VW. They sound great, too, which is always a bonus!

TOTALLY FLOORED

From: www.heritagepartscentre.com

Price: from £297

We don't usually cover Type 25s here, but let's not forget that the early ones were air-cooled! So, if you have one, you might be interested to know that Heritage Parts Centre now stocks a fully moulded carpet set for the model. Made at the Newton Commercial factory, it's an exact replica of the factory version and is available for either LHD or RHD in black, grey, red, blue, green, biscuit and powder blue.



EYE EYE!

From: www.gloforce.com Price: £64.99

The EYE-LIGHT is a 1000 Lumen rechargeable LED floodlight with a choice of unique 270mm or 500mm magnetic goosenecks, which can position the light exactly where it's needed! Use it either as a standalone light, attach it to metal surfaces or hook it over or wrap it around items or surfaces. If that's not convenient enough, then optional accessories include clamps, suction cups and magnetic feet to make this one of the most convenient and versatile work lights out there. The EYE-LIGHT is USB charged, has a helpful battery level indicator and even has a USB Powerbank output to charge your phone and other mobile devices. Use discount code VW30 to get it for £45.49.



STRICTLY COMMERCIAL

From: www.NLAVW.com Price: see website

NLA VW Parts has just released a new range of parts for VW Commercial Bus owners, including OE spec hoop sets, the wood slats to go with the hoop sets, stock height canvases, flush to cab roof height canvases, tonneau covers, tonneau cover support bars, eyelet sets in either brass or aluminium, zinc plated eye plate/lock loops and the canvas securing straps. It's taken over two years of work to develop these faithfully reproduced parts at affordable prices. Moreover, all the heavy duty waterproof cotton canvases have been made to the same specification as the original canvas.



NEED A TOW?

From: www.dbeilt.co.uk Price: from £1,995

Dbeilt celebrates its tenth anniversary next year and every trailer is still built from scratch in their small workshop, only leaving briefly for a paint job. Still run by long-term VW enthusiasts, Ben and Donna Smale, they've now got high-density LED rear lights with chrome surrounds, the chassis now incorporates a swan neck drawbar and custom-built independent rubber suspension axle with 5x112 PCD hubs which will take VW T2 alloy wheels without modification and the interior has custom made carpets from Rugs for Bugs. You can now also get a luggage rack which can take a pair of Thule bike racks!

STARTER MOTOR

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Still Doin' It

Whilst walking through the swapmeet stands at Stanford Hall this past weekend I spotted an old copy of *VolksWorld* (July 2002) at the top of a pile of magazines. It caught my eye as it was an issue I haven't seen in many years (which just happened to feature one of my old project cars on the cover), hence I handed over a quid and walked away with 108 pages of nostalgia to reflect on later that day.

I'll be honest, I didn't actually notice the cover date, hence I was taken aback when I opened the mag and spotted a photo of my eldest child as a newborn baby – yep, the same child that has just turned 16. Boy, that made me feel old... and that was just the start of the emotional roller-coaster!

The feature on the Bug was fun to read and even included a photo of my father, Bob, who also appeared in a how-to feature (laying on the flamed paintwork on the hot rod Bug we'd built together), too. I was also keen to check out the *VolksWorld* Show report, which raised a smile as it included a picture of my best buddy, Jolly Jim, and his Notchback, along with another of my old cars, a slammed Karmann cabrio... although I have no idea who drove that car to the show, as I recall driving the Rodfather that weekend (It was a memorable trip as I lost a wheel on



the way there!). The show report also included a picture of Wayne Allman's Phunky Phantom Bug, which made a welcome return to the show in 2018 – another 16-year celebration! I still recall talking to Wayne about his plans for his next project, Mental Breakdown, which would be a topic of conversation for many more years. I still love a good chinwag with Wayne today – my point being that this issue reminded me just how many good friends I'd made via the magazine and the show back then, and just how many of them I still enjoy talking to today.

Also featured inside that issue was Peter Englezos' Fiat (which actually won the *VolksWorld* Show in 2002) and a black and white Bug, which was built by Justin Williams. Pete is, of course, 'Still Doin' it!' at Cogbox, and I bump into Justin at just about every UK show I go to (and better still, his Bug is 'Still Doin' it!', and still regularly picks up trophies and awards).

Even the advert for 'VolksWorld merch' made me smile, as a young Hannah Williams was modelling the T-shirts. Hannah is now married to my good friend, Peter Simpson, hence is very much 'Still Doin' it!', as the Simpson's are very much part of our summer camping clan.

In fact, there were a whole lot of familiar faces

in that magazine whom I had chatted and joked with at Stanford Hall that day. And that's what makes this VW scene so special – it really is like one big happy family, and events such as

the *VolksWorld* Show and Stanford Hall are akin to a huge family get-together. Sure, there are folk that come and go, but there are also a lot of enthusiasts that are 'in it for life' – and I'm proud to be part of that VW family.

Anyway, apologies for the gushing sentimentality sparked by a 16-year old magazine – that was a whole lot of nostalgia for a quid!

Paul Knight



What do you think?

Got something to say? Drop me a line at paul.knight@kelseymedia.co.uk



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SMD LED



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- Operating Time High/Low: 6/12hr.
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- Supplied with a 1mtr USB charging cable.

- Model No. TBL450
- List Price £44.95

£31.95 EXC. VAT

£38.34 INC. VAT



7 Drawer Rollcab - Ball Bearing Slides with 138pc Tool Kit

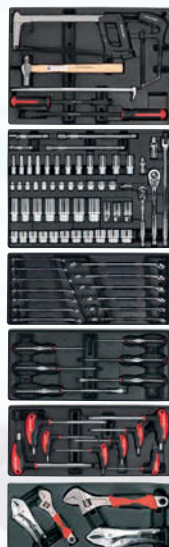
- NEW -
PRODUCT

Superline PRO

7 Drawer



HEAVY DUTY



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- Each drawer features stainless steel drawer pulls and non-slip liners.

- Model No. TB7COMBO
- List Price £1266.05

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PRODUCT



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TOMB RAIDER





Why take the hit of a full-on nut and bolt restoration when you can swan in and profit from someone else's hard graft? For the time poor among us, like Neil Wilkinson, it sure can make a lot of sense...

Words Cathal O'Toole **Photos** Andrew Pollock



“all it was going to take was a little tweaking”

T

here's an old adage that says to truly know your vintage Volkswagen you have to connect with it, and the only way to do that is to restore it yourself. There's a lot of truth in that, but sometimes life gets in the way and try as you

might to get that dream VW from your head to the road, you just keep hitting stumbling blocks. Also, there is a financial side of a full blown restoration. It's massive!

You can try and restore a car 'on the cheap' but when it comes down to the nitty gritty you'll see that no matter how you try and scrimp, the costs will continue to mount up. The most cost effective way then is to let someone else fork out for the restoration, take the hit, both financially and in terms of their time, so you can swan in and be the next owner of a fully restored VW. That way, you can conveniently sidestep the hunting for parts, the delays, mistakes and whatever else a nearly 50 year-old VW can throw at you – and all for a fraction of the build cost.

Time is precious

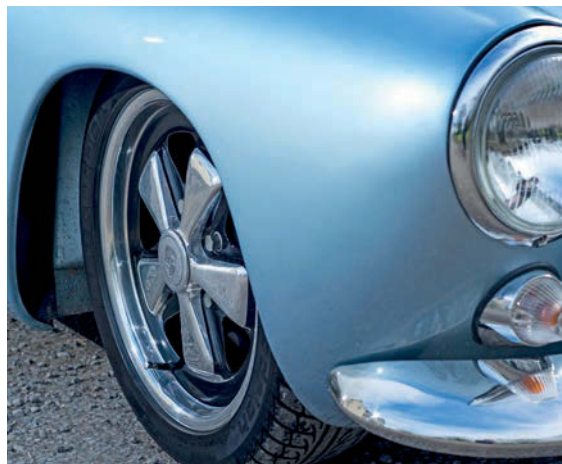
Neil Wilkinson is a person who knew what he wanted from a Karmann Ghia but, despite his best efforts, each time he bought a Ghia to restore he got bogged down with life. Not in a bad way, just the same problem most of us will face at some stage where there aren't enough hours in the day, days in the week and weeks in the month. Everyone hits that stage in life where there is just too much to do and not enough time to do it. Back in early 2016 Neil still had the desire for a Karmann Ghia but wasn't interested in starting from scratch. Said Neil: “After two unfinished Ghia projects and being sick of not getting time to do them, this one came up for sale in Bournemouth and only needed a little bit of tidying and a few changes.” Neil knew it would be wise to pull the trigger because with a little tweaking it would be exactly how he always wanted a Karmann Ghia to look.

You see, back in 2006, ten years before Neil bought the Ghia, it was the subject of a full resto by a gentleman called Richard Fox. And if it wasn't him, then someone has been



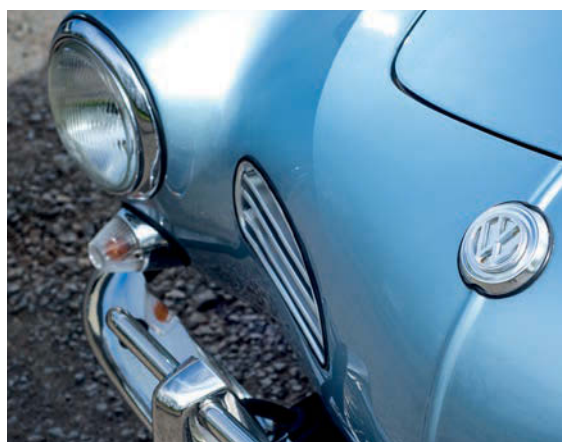
> SCAT T-shifter makes changing gears all that more smooth and a smidgen faster too, while D-ring steering wheel adds a sense of classic to an otherwise fun focussed interior





◀ When you're running a Ghia that needs bling, nothing works better than a genuine set of matching (detailed) Porsche 6x16 Fuch rims

▶ This is Neil's third Ghia, the first two were never actually finished!



◀ Nose cone is a notorious rot spot on the Ghia, but fortunately for Neil this one's benefitted from a full body-off restoration



▶ We assume script badge was put here on the off-chance that you'd forgotten what you were driving



◀ If you've ever plonked your round one in a Porsche Tombstone seat then you know how this feels. A timeless classic seat in a timeless classic car

buying lots of parts in his name according to the stack of receipts that came with the car. The body-off restoration, which included a LHD to RHD conversion, was clearly done to an exceptionally high standard as it still looks amazing. Of course, there was a small amount of cosmetic work needed but nothing more than one would expect. Knowing how much time he had wasted on stop start restorations previously Neil wasted no time, and I mean no time at all in making this J-reg Ghia his own. "I booked a flight for 7am the next morning, viewed it, bought it and drove it back to Ireland. It was an amazing drive home as the sun was shining and it drove faultlessly the entire way back which worked out about 300 miles."

Show and go

Okay, maybe we're biased, if someone asked us to name the most beautiful car ever made, we would have to say the Karmann Ghia. The design is elegant and captures that period in time perfectly. What was never so good was the lack of grunt, which is a shame. However, Neil doesn't need to worry about the deficit of power on this one as the 2007cc stroker motor packs

quite enough punch, giving as much go as there is show. Dig deep down inside that 2007cc motor and you'll be very impressed with some of the go-faster goodies such as Mahle pistons, a CB Performance counter weighted crank, straight cut cams, a lightened flywheel, a SCAT 2 litre deep sump kit, Bosch 009 Distributor and twin 40 Webers with a Berg linkage. This is no bargain basement build and by all accounts, it goes like poopydoop off one's garden digging implement. On private test tracks of course!

Add in to the mix a swing axle, disc brakes up front, a Kennedy Stage 1 clutch, CB Performance dropped spindles and some detailed 6x16 genuine Porsche Fuch alloys to grip you to the road and it's a fair bet that this is one fun machine and well worth the two false starts on Neil's previous Ghia restos.

Sitting comfortably?

While we're on the subject of gripping, that's exactly what those pews do when you plonk your behind in them. They're Porsche Tombstone seats, which are iconic in their own right. Add them to a Karmann Ghia with serious oomph out the



"They're Porsche Tombstone seats, which are iconic in their own right"

➤ Owner Neil profited, in a good way, from the previous owner's investment



TECH INFO

BODY

1970 Karmann Ghia with LHD to RHD conversion painted in VW Speed Blue; welded fuel flap with early tank installed

ENGINE

2007cc Stroker motor; twin 40 Webers; CB Performance 044 heads; CB Performance counter-weighted crank; Mahle barrels and pistons; 009 dizzy; chromoly pushrod tubes; CB Performance straight cut cams; Engle 110 Cam; lightened and balanced flywheel; 1 5/8in merged header with turbo muffler; Kennedy Stage 1 clutch

GEARBOX

Stock 4-speed manual

SUSPENSION

4in narrowed beam; CB Performance drop spindles; lowered (an unknown amount) at the rear

INTERIOR

Fully electric Porsche Tombstone seats in black leather with blue inserts; SCAT shifter; Autometer gauges; new carpet set and velour headlining; D ring ivory steering wheel

WHEELS & TYRES

Genuine (matching) set of Porsche Fuch rims in 6x16 fully detailed and wrapped in 205/55/16 up front and 195/45/16 at the rear

back and they look like they were designed just for Neil's car. They're fully electric and have been upholstered in black leather with blue centres and the original back seat, as much as you call it that in a Karmann Ghia, has been upholstered to match. Over Neil's head, the headlining is grey velour and under his heavy right foot is a new carpet set. The dash, which left the factory as a lefty, was professionally converted and is now filled with an Autometer tach, speedo and fuel gauge which are all mounted into the stock holes making it a very tidy conversion. Neil hangs onto the ivory D ring steering wheel and the SCAT shifter when hooning around the roads of Northern Ireland. With the 1 $\frac{3}{4}$ in merged header and Turbo Muffler combo the previous owner can probably hear him back in Bournemouth!

In for the drop

I asked Neil about the stance. "I'm not sure exactly how much it's been lowered but compared to a stock Karmann Ghia it is quite low. It's static on drop spindles and beam adjusters. I've had air ride in my Bug and my old Split but I don't like it, it's just not for me. It's got a narrowed beam, a 4in one."

You might be thinking from the feature that Neil hasn't had many VWs, and certainly not many done by

himself, but he has. It's just when it came to Karmann Ghias life seemed to get in the way but he's had quite the mix including a drag Beetle which once graced the pages of this very publication. "I've had several Bay Windows both low and restored to stock. I've always had an interest in them from a young age. I got my first Bug about 20 years ago, it was given to me by a family friend at the time and I've been hooked ever since. I'm currently working on a 1955 Oval Gasser to race next year. I've an eclectic taste in VWs. Billabug was probably my favourite Bug and I always loved the idea of owning that one. For me it's about the look, whether it's Cal Look, custom or drag race. If it appeals to me then I'll go for it. My favourite part of my Karmann Ghia is the nose down stance. It says it all doesn't it?" ■

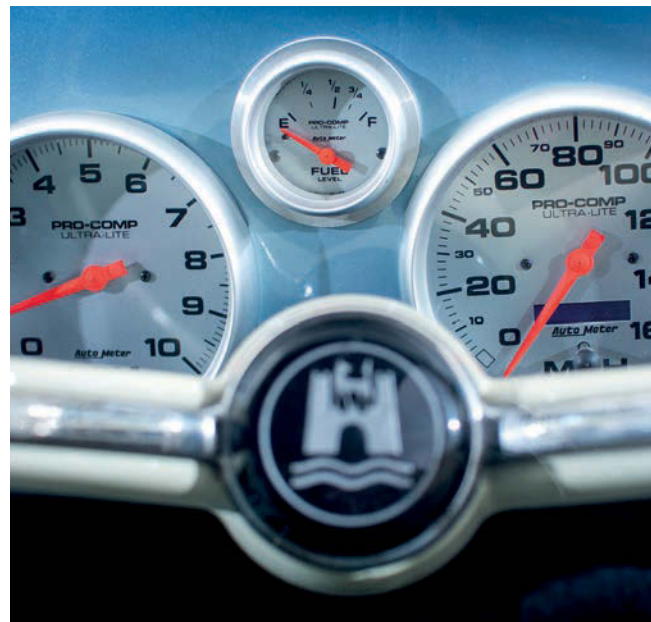
"it's been lowered but compared to a stock one it is quite low"



^ Most Ghias have a nice stance but that doesn't mean you can't improve on perfection. Being visible, the Turbo muffler's been partially wrapped



◀ 2007cc stroker motor packs a mighty punch but isn't too shabby in the detail department either



^ Autometer gauges look right at home in the dash and you could almost be forgiven for thinking they are factory. Almost!



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GOLD ENGINE

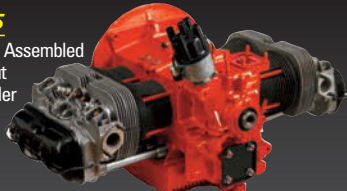
This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

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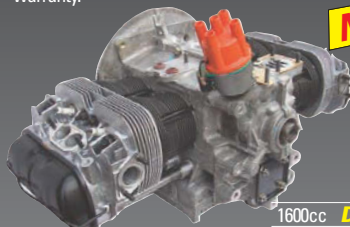
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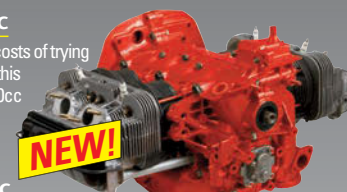
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DIY PRICE: £1,525



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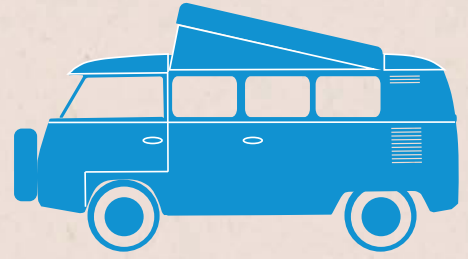
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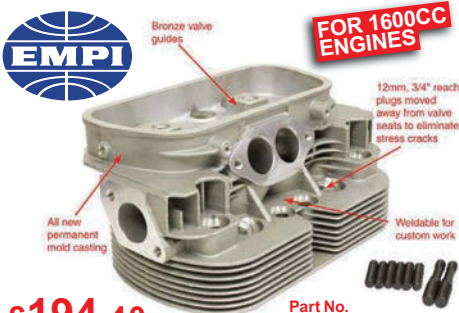
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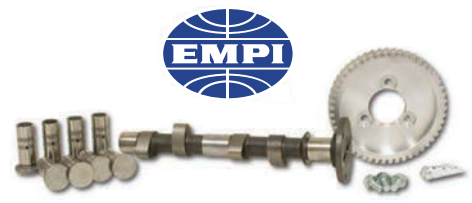


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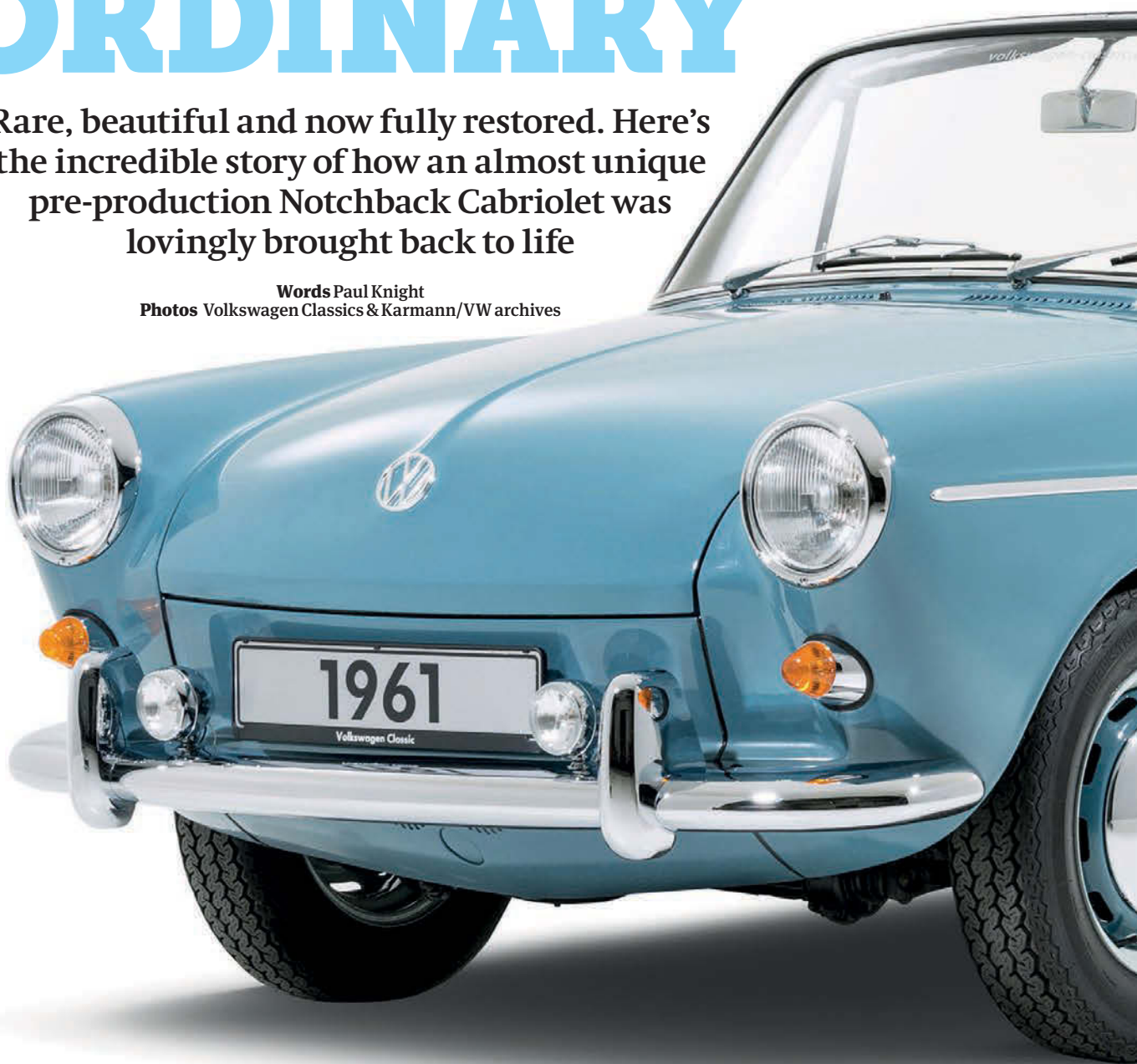
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A LIFE LESS ORDINARY

Rare, beautiful and now fully restored. Here's the incredible story of how an almost unique pre-production Notchback Cabriolet was lovingly brought back to life

Words Paul Knight

Photos Volkswagen Classics & Karmann/VW archives



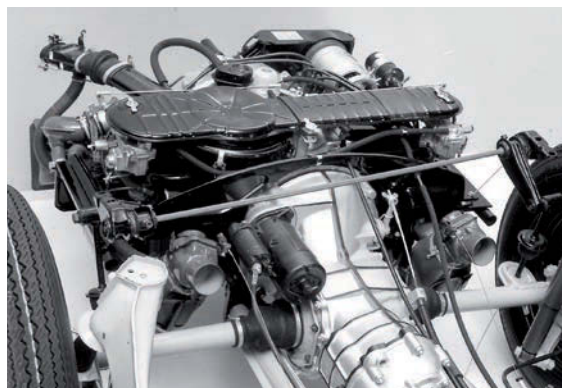
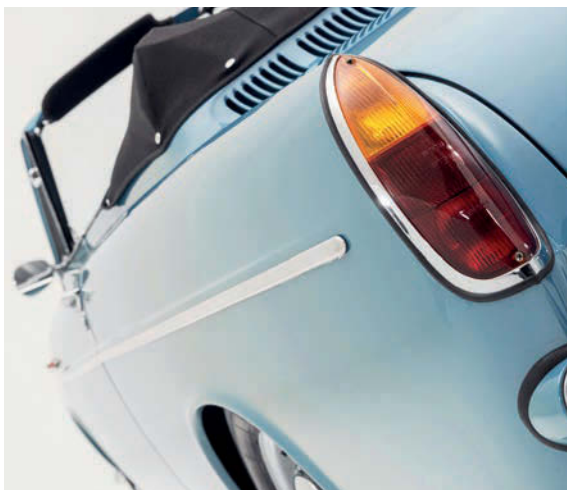
VW 1500 Cabriolet



✓ The 1500 cabriolet was so close to becoming a production car that there were even brochures and manuals printed (in various languages, too)



✓ The VW display at the 40th Annual IAA (International Motor Show), Frankfurt in 1961



⤴ The Type 3 range featured what is often referred to as a 'pancake' motor (a dual-carb 'S' motor in this period press shot), which was low enough to fit beneath a hatch

F

ollowing the takeover of the Karmann stores and collection by the Volkswagen Classic team, many rare and unusual vehicles and prototypes have been unearthed and some are now exhibited as part of the Volkswagen Automobile

Collection in Osnabrück. Not every vehicle in the Karmann collection was in perfect order though – some were rough and in need of restoration – however, everything in the underground storage units was there for a reason i.e. they were all of historical importance.

One such vehicle was this incredibly rare Volkswagen Type 35 cabriolet prototype, which immediately caught the eye of the Osnabrück collection coordinator, Klaus-Dieter Ulrich. Excited to have uncovered such a unique vehicle, Klaus immediately called upon the skills of his expert team of specialists and arranged to have the vehicle resurrected.

Back in 1961...

Volkswagen had quite an impressive display at the 40th Annual IAA (International Motor Show), Frankfurt in 1961 and, right at the heart of the stand was the 'all-new' Type 3 range. Parked alongside the T34 Karmann Ghia (Razoredge) and the 1500 Notchback saloon was an attractive cabriolet model, referred to at that point as the Type 35. It was an impressive vehicle boasting a large, panoramic rear window in a very plush and well-made cabriolet top – exactly the kind of quality you'd expect of a Karmann-assembled VW cabriolet.

The concept was to bring affordable luxury to the mid-range market by offering a 4-/5-seater cabriolet as part of the all-new Volkswagen Type 3 '1500' line up. As you might expect, a huge amount of work went into the development, construction and testing of the new Type 3 range with engineers and designers from Karmann working closely with the VW team regarding the T35 cabriolet project.

“The concept was to bring affordable luxury to the mid-range market”

Some sources claim that a dozen pre-production T35s were built while others report that there was a total of 16 assembled. Either way, it's believed that only two survived, hence this vehicle certainly falls into the 'rarest of the rare' category.

As you can see on these pages, the cabriolet model not only made it to the IAA event in 1961, it had also been subjected to press photography and release material – in fact, there was even a brochure/manual produced (in several languages) to promote the model to the public. Plus, the first (1961) official workshop manuals included not only exploded diagrams but also a full list of parts (with VW part numbers) for all the cabriolet-specific parts and there were even some technical updates sent out to dealerships illustrating various changes and tech issues etc. In short, it was about as close to becoming a production vehicle as it gets.

An unexpected ending...

It's hard to believe that Volkswagen had taken things as far as printing brochures and even making a public debut at Frankfurt before suddenly deciding to drop the model from the launch range of the 'all-new' Type 3 models. Some folk speculate that there may have been issues regarding body flexing while others may tell you that the





THE BUILD

✓ Sadly, rust had taken its toll over the 40 or so years the car was in storage. The doors were very different to the saloon and needed a huge amount of refabrication



✓ Sill sections incorporated extra strengthening to compensate for the lack of a roof. And yes, they needed making from scratch again, too



✓ Other elements of the restoration were slightly less challenging, although because many of the parts are now obsolete lots of items had to be bespoke made. As you can imagine, the attention to detail was peerless throughout



project was either too expensive to produce or was not a hit with the public. The truth is, nobody really knows why it was shelved as there was no official statement regarding the cancelling of the T35 Cabriolet model.

Following the news that the project was to be dropped, the majority of the pre-production models were destroyed and it's believed that only two examples survived – a red cabriolet, which has been displayed at the Autostadt for many years, and this blue vehicle, which has been stored by Karmann for 40-plus years and, until recently, was in very poor condition.

Having checked the chassis number, Klaus and his team were proud to confirm that this was exactly the vehicle they had hoped it was. Not only had the Cabriolet been displayed at the Frankfurt launch back in '61, it was also the car that wore the registration number OS-KA 77, which was the company car driven



▲ A T34 Razoredge Karmann Ghia Cabriolet was displayed alongside the Notchback at Essen this year – an amazing pair of prototype cabriolets!



by the technical research manager at Karmann back in the early 1960s... a chap by the name of Johannes Beeskow. If the name sounds familiar, that's perhaps because Johannes had previously designed the beautiful, coachbuilt 'Beeskow Rometsch' in '49/'50 before moving to Osnabrück to work for Karmann in the mid-1950s.

Apparently Beeskow drove the car for several years in and around Osnabrück before it was handed back to Karmann in 1965. The paperwork shows that the vehicle was de-registered in 1969, which was almost certainly the last time it ran or even saw the light of day (prior to being uncovered in 2015).

The long haul

Sadly, the years of daily use followed by more than 40 years of storage had taken its toll on this rare Type 3. Not only was it showing signs of serious corrosion in the doors, sills and lower sections of the body but the cabriolet top and trim were in a pretty sad state, too. It goes without saying that the mechanical side of things were equally dire and in desperate need of a comprehensive overhaul. In short, this rare beast was going to require a huge amount of TLC!

Volkswagen Classic (www.volkswagen-classic.de) and Klaus-Dieter Ulrich handled the restoration in collaboration with a Classic Competence Centre, ensuring that every aspect of the overhaul was executed properly and that the vehicle was 100% correct in every way.

The body was split from the chassis so that it could be carefully sandblasted to remove the paint and rust, thereby revealing the extent of the corrosion. Said Klaus: "We were able to restore the wings and the bonnet, but the door sills had rusted from inside and had to be painstakingly replicated." He continued, "A lot of real craftsmanship went into the reconstruction of those parts."

If you are familiar with the doors and sills of the Type 3 range, you may have already noticed





^ This period press image shows the cabriolet from above... it was a great looking car from any angle

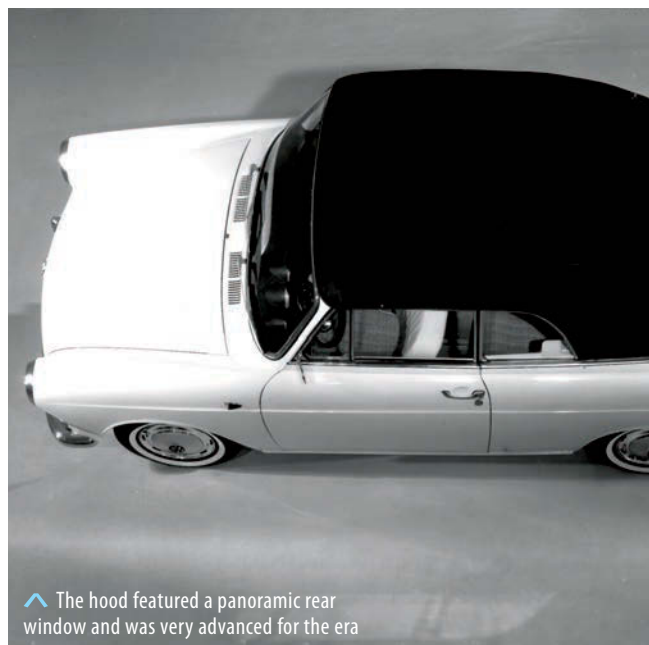


< Note the rear window winders and relocated ashtray. Many of the unique rubber seals had to be remanufactured for this restoration

“it was about as close to becoming a production vehicle as it gets”



> The Type 3 Cabriolets were eagerly anticipated and oh so nearly made it into production...



^ The hood featured a panoramic rear window and was very advanced for the era

“the Karmann-designed hood frame was extremely complex for a car of that era”



^ Note the unique door tops, quarter lights and the upright angle of the rear scuttle panel



that the lower bodywork of the Cabriolet model was far different from the regular saloon (the unique profile of the sills/doors is due to the strengthening work required to provide structural support for the open-top vehicle). As you can probably imagine, there were many other unique parts, panels and pieces that were not readily available and would therefore have to be fabricated by hand, too.

Fortunately, the chassis, suspension, brakes, transmission and engine were a little more straightforward than the body – although that doesn't mean that everything required was 'on the shelf', of course! Many parts for these early models have long been obsolete, hence some pieces had to be sourced

externally (NOS parts) while other bits such as the wiring loom and various cables were reconstructed in-house.

The soft top proved to be quite a task as the Karmann-designed hood frame was extremely complex for a car of that era. Nothing short of perfection would suffice, hence a lot of effort went into the meticulous overhaul, adjustment and final finish to ensure that the roof operates exactly as it did when it was first shown to the public back in '61.

The fresh hood now compliments the L390 Gulf Blue paint perfectly and the freshly chromed bumpers and trim finish things off perfectly. This really is as good as it gets... after all, it simply doesn't get better than a Volkswagen Classic overhaul!

“it's believed that only two survived, hence this vehicle certainly falls into the 'rarest of the rare' category”

Check it out

The entire project took around two years to complete and the finished restoration made its debut on the Volkswagen Classic stand at the Techno Classica event (Essen) in March this year. Parked alongside a Karmann Ghia Type 34 Cabriolet, the Notchback caused quite a stir, much as it did back in 1961.

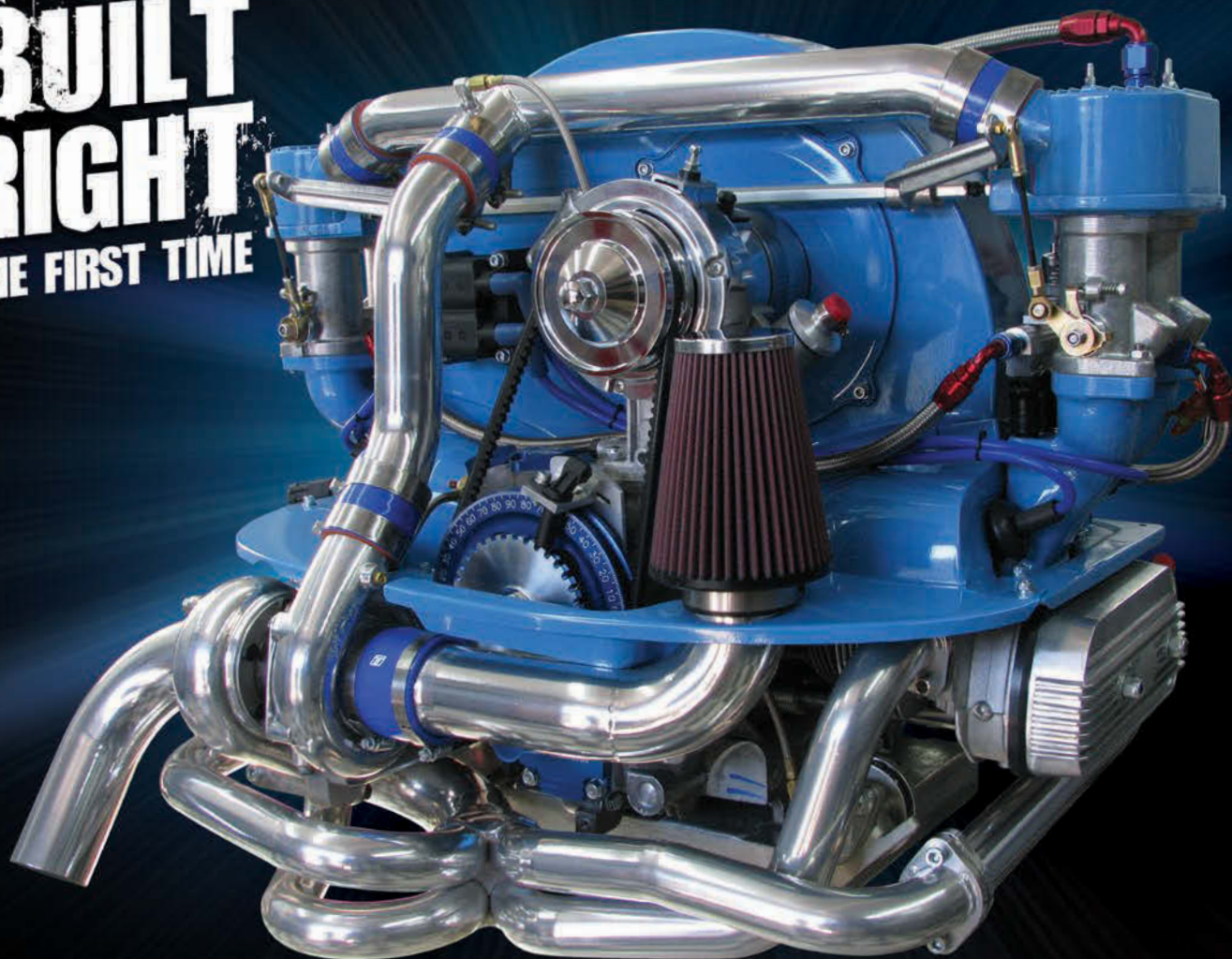
The Notch will be displayed alongside many other rarities at the Volkswagen Automobile Collection in Osnabrück, however you should check via the website that it is 'at home' before you plan a trip, as the Volkswagen Classic team are keen to show this cool cabrio' off at various special displays and exhibitions.

It's great to hear that this unique Type 3 is not just a static exhibition piece and that it will be driven on occasion, too... albeit only when the sun shines, that is! ■

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BUILDING UP A LEGACY

We're not talking about a huge pot of cash in the bank. No, Colin Springle's been working hard on an inheritance that's far more valuable than any financial nest egg

Words Mike Renaut Photos Matt Richardson





^ Fancy a funky interior like this? You'll need to find a willing Porsche 924 to donate its front seats

Colin Springle vividly remembers the day his dad, Ken, bought this '74 1303S Beetle in 1987. "I sat in the back while he towed it home," he recalls. Having got it there, a few bits were hastily taken off and the new purchase was pushed into his lock-up garage. The car would end up sitting there, virtually untouched, for the next 27 years. When his dad died, Colin, who by then had owned a few VWs of his own, was given the task of clearing out his car stuff and yes, incredibly, the curved screen Beetle was still sitting there.

"It was knackered to be honest, and a green and rust colour," laughs Colin. "However, when we'd dragged it out on its flat tyres, we discovered that most of that rust was just on the surface." With that revelation, and being reluctant to let go of something that obviously held such fond memories, Colin decided to embark on a full restoration. And making it a thoroughly family affair, brother Andrew and brother-in-law, Matt Todd, got stuck in as well.

Once the car had been taken to Colin's driveway, the dismantling got underway. Annoyingly, one of the very first jobs was to drill out and replace the ignition since the original keys were long since lost. Then it

"It was knackered to be honest, and a green and rust colour"

was a case of separating the body from the floorpan, no mean task given the fact that they were working on it outside Colin's house. "Once we'd overcome the fact that most of the bolts had rusted solid, I grabbed some friends, put a few on each corner, and we lifted the body off without too many problems." With that done, the floorpan was then shot blasted and powder coated – and here Colin was proved right with his early observation, as most of it turned out to be surprisingly rust free. The lower door hinge on the passenger side needed replacing and a new bonnet and pair of front wings were sourced from eBay, but the only area of floorpan that needed attention was a crease behind the front wheelarch, which was simply hammered flat again.





✓ This month's 'Spot the Owner' competition is probably the easiest one we've ever run...



△ Beginning with a Beetle that had just 56,000 miles on it was a strong starting point for the restoration, but it still took three years to get it looking this nice



△ Pressure gauge and rev counter help Colin keep his eye on what's happening out back

THE BUILD

✓ This tiny pic is all Colin has to remind him just how bad the car was when it was dragged out of his dad's lock up



✓ Colin draughted in some friends to help lift the body off the chassis. It was relatively free of rot, fortunately



✓ Colin rewired the car and managed to scavenge enough good bits to build up the engine his dad had already started work on



✓ Lowering springs at the front help stance, but for purely practical reasons Colin wanted to maintain a relatively high ride height



✓ All the work was carried out in the close confines of Colin's garage

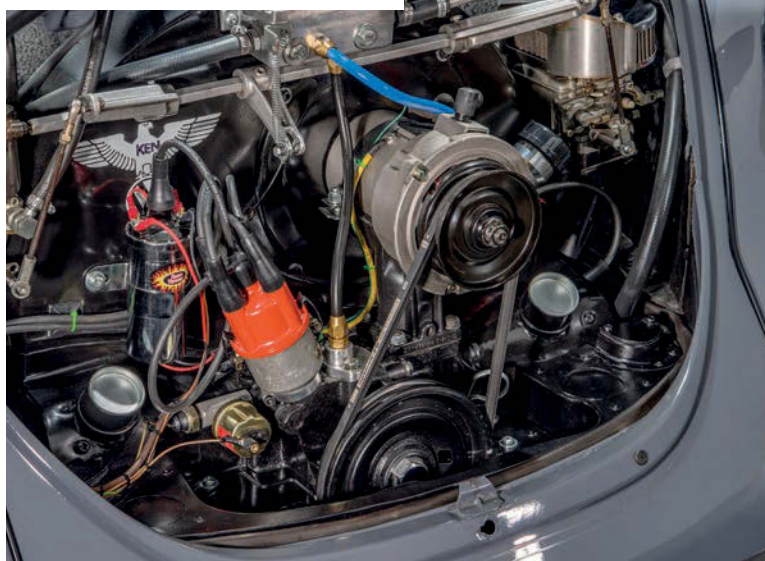


✓ It took ages to get all the panel gaps spot on. Paintwork was the only things Colin and his crew didn't get involved in



^ Fuel pressure regulator keeps the flow nice and steady at whatever the engine speed

> Engine is a 1776cc that boasts Mahle pistons and full-flow oil system. Twin Weber 36s keep that clean air coming in big batches





✓ Grey, in this case a modern Fiat 500 hue, is a brave choice for a Beetle but it really suits the car

TECH INFO

BODY

1974 Beetle
1303S (originally Moss Green) but now painted Fiat Tech House Grey; dechromed; fibreglass running boards; Cibié Super Oscar spotlights

ENGINE

1776cc Type 1 engine; Mahle I-rods and pistons; lightened and balanced 8-dowel flywheel; full-flow oil system with Melling oil pump and Fram HP1 remote oil filter; twin Weber 36 DCNF carburettors; Bug Pack Extractor exhaust system

TRANSMISSION

Stock four-speed manual

WHEELS AND TYRES

15in 5.5J steel wheels with 185/60 R15 tyres all round

SUSPENSION

Stock, rebuilt and lowered approximately 2in at the front with lowering springs

BRAKES

Stock disc front, drum rear

INTERIOR

Porsche 924 front seats; standard recoloured vinyl; Pioneer stereo; aftermarket oil pressure gauge and rev counter

“He had loads of bits, probably enough to build three 1776cc engines”

After the necessary preparation, the body was etch primed and powder coated. “That probably makes it sound really easy but in truth it took forever to get everything perfectly lined up,” says Colin. “Fitting the bootlid and bonnet was an awful job, and in the end I got in and tightened the bolts from the inside. It took a heck of a lot of patience.”

Sitting pretty

The front seats were missing but Colin got fluky when he found some usable ones in a Porsche 924 in another of his dad's lock ups. “We just shampooed them and they went straight in once we'd customised some runners that I purchased off the ‘net.” The rear seat is the standard one although since it had been part eaten by mice, a new seat cover bought at an autojumble, was fitted. The doorcards and headlining were painted with black vinyl dye. A new carpet came from eBay and there was enough left over to carpet the top of the fuel tank while they were at it. The oil pressure gauge and rev counter were also sourced online. “The aftermarket window winders were in a box of dad's stuff so that was another lucky discovery,” he says.

Mechanically, Colin was also given a useful head start. “Dad had done some engine work already – he'd

put in new pistons and sorted out the head and the crankcase. He had loads of bits, probably enough to build three 1776cc engines, so we cherry picked parts and added them to the best engine.” The powerplant now has a full-flow Melling oil pump, a Facet fuel pump, Mahle rods and pistons and a lightened flywheel. The exhaust is a Bug Pack Extractor.

Then the gearbox was checked, and, once pronounced fit for duty, pressure washed and repainted. “The car only had 56,000 original miles on it, so I reckoned most of the original running gear would be fine. I de-chromed the body and purchased smoked rear lenses and front indicators from VW Heritage. The de-chromed window trims came from MegaBug and Koolair – both of which are very good. In my experience a high proportion of aftermarket stuff is rubbish, but I can highly recommend both of them.”

The car was re-wired and received all new brakes and brake pipes. Those distinctive 7in Cibié Super Oscar spotlights came from one of Colin's previous 1302s, while the wheels are of the steel sports variety. Said Colin: “I didn't want the car looking hugely different from standard, more just a few subtle changes and upgrades.” With that ethos in mind the bodywork is otherwise all factory standard except for the bootlid, although Porsche enthusiasts might want to skip the



^ It says Empi on top so you know it's a quality part, in this case the crankcase breather / filter



< Colin's dad cut up a Porsche 356 bootlid just so he could put the grille in this Beetle. Well, they were never going to be worth anything, were they?

^ This Bug was built for driving and at around the time you read this it'll be headed for the Le Mans race, so there are no silly-sized wheels and tyres here – just a proper spare



^ This Pioneer stereo came from brother Andrew's 996 (with his permission, of course)



“I wanted a nice looking, reliable and drivable car”

next sentence. “Yes, that's the grille vent from a Porsche 356 bootlid,” affirms Colin. “Dad cut one up and pop-riveted the grille in place. I gave it just a little skim of filler before we painted it.” Sadly, the rest of the 356 was nowhere to be seen. There is another Porsche part on the Beetle though, “My brother Andrew kindly donated the Pioneer stereo from his 996.”

Colin and his crew, talented lot that they are, ended up doing everything apart from the spray painting. “That was done by a guy who lives at the end of my road, Andy. I wanted a period-looking colour and just couldn't decide which one. I was still unsure until I was on holiday and saw a new Fiat 500 painted in Tech House Grey. I knew that would work and grey was just about the only colour of Beetle I hadn't owned.”

Just a little drop

As with the new paint, Colin's suspension modifications were restrained to say the least: “We basically replaced all of the suspension components and we gave it a 2in drop at the front courtesy of lowering springs. I've never been into radically lowered cars that you can't drive – there's no point if it's too low to get into the driveway or over speed bumps.”

The car came with a sunroof, although he's considered taking it out at some point. Otherwise he says it's ended up just how he wanted. Said Colin: “It took three years in all and I was out in the garage quite a lot. At the time, it felt that I hadn't seen my

children for ages. I wanted a nice looking, reliable and drivable car to take to the Classic Le Mans race. We missed the 2016 one since the car wasn't quite done, but I'll be taking the Beetle to the 2018 event along with other friends in their classic cars.” Speaking of events, the first show he went to was the Henley car show where the Beetle won first in class, and that was followed by another first in class at Stonor Park in 2017. “People do tend to ask if it's a brand new car, or think it's a Mexican-built one that's only a few years old. I take that as a compliment since while I think of it as a classic Beetle I've tried to make it a bit like it would have been if Volkswagen started producing them again.” And as inheritances go, you know what? We reckon Colin's come out of it pretty well. ■

Thanks to Matthew Todd, Andrew Springle, my wife Sarah and daughters Grace and Harriet for the cups of coffee and emotional support. And also to Apex Fastenings (www.apexfastenings.com) for their help sourcing nuts and bolts.



“I’ve never been into radically lowered cars that you can’t drive”





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READERS' RIDES

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Car of the month



Richard Searles, 1978 Bay Window Panelvan

Richard Searles has a track record in running Type 2s for his business. He purchased his 1978 Bay Window Panelvan brand new, which makes 40 years of continuous ownership. Even more remarkable is the fact that the Bay worked reasonably hard for a living, as Richard is a builder, carrying all manner of

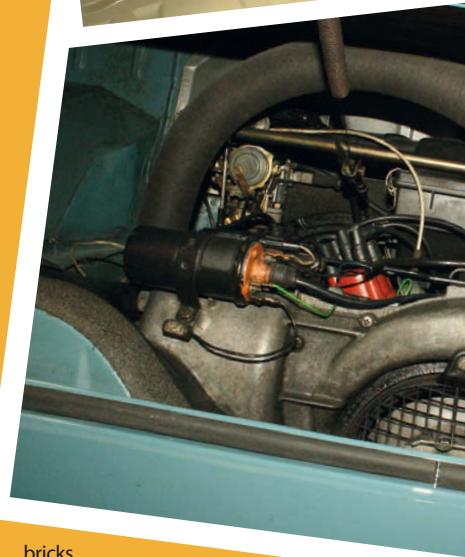
materials in the back. It was purchased from Renwicks, the VW/Audi dealership in Plymouth, Devon and was pressed straight into service. The original 2.0-litre engine still runs strong and is accompanied by the original gearbox and clutch. "There was only 12 miles on the clock when I purchased it from Renwicks," remembers Richard. "When I transported

✓ Not bad for a 40 year-old workhorse!



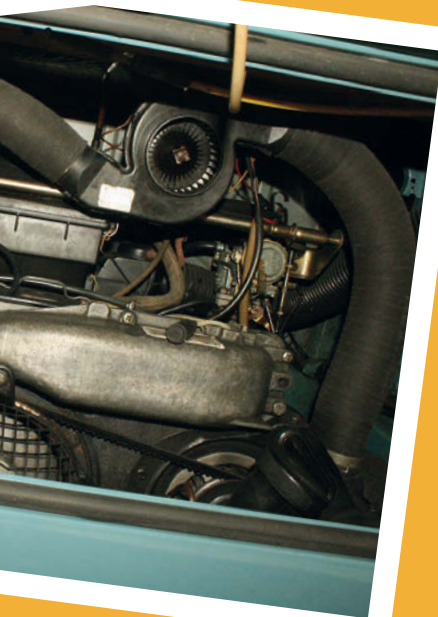
bricks, building blocks and cement, these were always carefully placed in plastic trays, so if any water came off them, it was collected in the tray. There is one thing that we had to replace over the years and that was the front beam which simply wore out." All the van's bodywork remains original, though it has been repainted in the original colour of Neptune Blue. Indeed, it's pretty much in concours condition throughout and is enough to stop you in your tracks when you first lay eyes upon it!

The classic workhorse pretty much became redundant when Richard purchased its replacement, a T4, also from Renwicks in Plymouth. At one time he did consider selling the Bay, but after displaying it at Vanfest in the mid-1990s, the reaction from other enthusiasts and the fact that it won a trophy convinced him to keep it. The very original commercial has been wowing enthusiasts at Volkswagen shows ever since, not to mention notching up many more awards. We caught up with Richard and his family at Busfest, at Malvern in 2017, where we were lucky enough to capture three generations of the Searles family in a photo. Richard, his son Nigel and grandson Ethan, the complete VW family!





◀ Check out the condition inside – who'd have known the back of this Bus once carried a stack-load of building materials



“There was only 12 miles on the clock when I purchased it”



^ The interior's totally original and as good as new



Patrick Vanderstraeten, 1970 Beetle

Patrick from Opwijk in Belgium restored this 1970 Beetle with his father. They're obviously a pretty talented team because they even did the paintwork themselves, spraying it in their garage. That said, it's obviously taken a while to do. "It has been in our family for 28 years and it's taken 25 years to do," laughs Patrick. "It's a pretty little red car and a joy to drive and I hope that you'll be so kind as to put a picture in your magazine," he says. Our pleasure!

Berry Cuppens, 1978 Cabriolet Beetle

Berry's topless Bug was built in November 1978 and shipped to San Francisco, then imported to Belgium in 1998. "I've had it since 2008 and in that time it's undergone a 2.5 year complete nut and bolt restoration," he says. "The body has been stripped to bare metal, it's had new floorpans and there's a rebuilt dual-port 1600cc engine out back running a stock 34 Pict-3 carb. The front has been lowered a little and I've fitted a black hood so it's black inside and out. Every part that was worn has been replaced by top quality parts." Berry told us he wanted the car to be as black as possible, and to keep it looking simple and clean. "My plan is to also black out the wheels, to give it that total black look. I hope you like the pictures. I always enjoy reading your magazine."

✓ Despite being a rust-free US-import, the 'shell was stripped back to bare metal



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^ Berry's replaced the original fuel injection in his Cab with a more traditional carb set up

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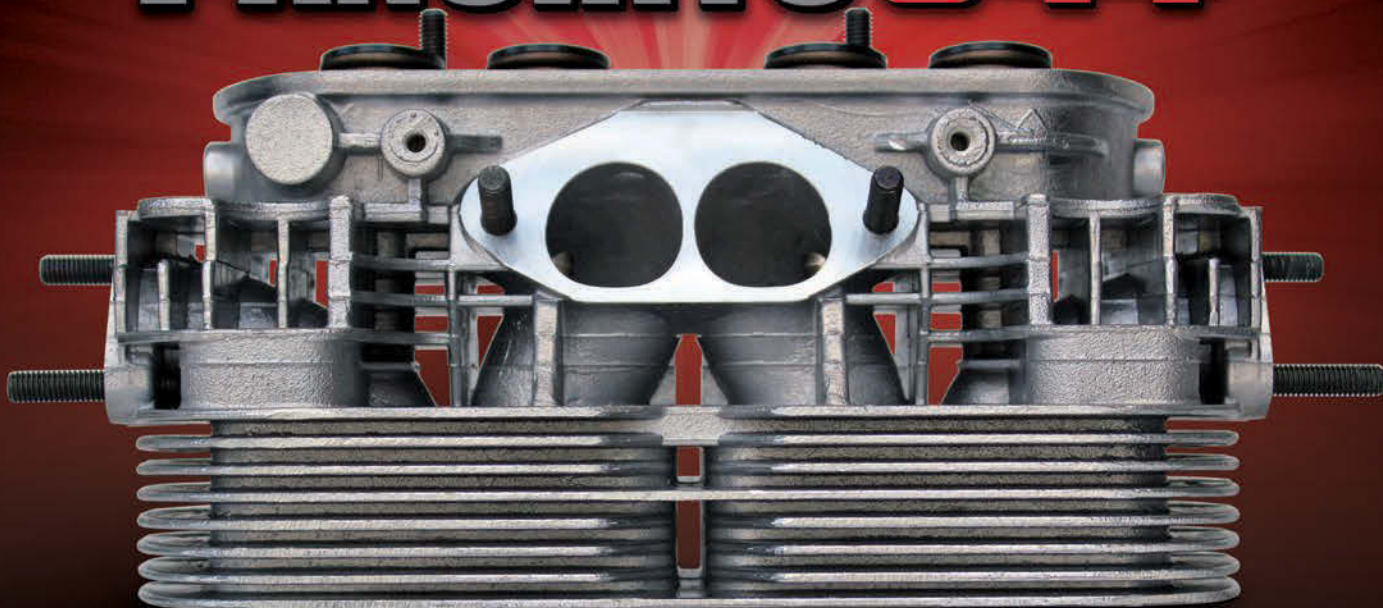
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Family Guy

Having taken his first road trip in a '52 Beetle, as a newborn baby no less, Kevin Goldsmith has since passed on his father's passion to several generations of VW enthusiasts...

Words and Photos Paul Knight





▲ Kev's step-daughter owned and drove a '76 Bug from the age of 17 – she's now married to Stav and the couple have a daughter, Phoebe

“When I was born, my father drove us back from the hospital in the Split Bug”

✓ The '52 RHD Bug has now been restored and is part of a private collection in Northern Ireland



▲ Kev's unrestored '65 Single Cab truck has only covered around 60k miles and the patina is simply perfect

M

ore often than not the topic of a VW magazine feature is all about the vehicle. However, once in a while we like to flip-reverse things and write about the owner... especially when it happens to be a popular and colourful character like Kev Goldsmith. The fact

that he also happens to own a very cool pair of Type 2s is an added bonus – so let's get started!

Back in the day

Back in the '70s, Kev's father picked up a '52 RHD Split Window Bug, which was initially used as the family car and later became his pride and joy, which he drove to various VW events across the country. The Goldsmiths were the third owners of the Bug and, whilst they knew it was a rare car, it was only after the next owner (John Miller) researched the history that they realised it was actually something quite special. It was ordered direct from the factory (one of only three RHD Split Window Bugs produced for the UK market that year) and it seems this was the first right-hand drive Beetle to be registered in the UK.

Kev explained, “Dad paid £90 for the Bug and owned it for more than 15 years.” He continued, “When I was born, my father drove us back from the hospital in the Split Bug, hence my first ever road trip was in that car!” The family used the Bug for holidays and would load all of the camping equipment onto a roof rack before travelling around the country – it was exactly the sort of reliable vehicle that made the VW brand famous!

And then, in 1976, nine-year old Kev joined his father on a trip to Stafford to attend the first ever VW Action event. Little did they know that this would go on to become the UK's longest running VW show, or that Kev would go on to attend each and every year since. That's right, in 42 years Kev has not missed a single VW Action event!

Kev and his father attended many shows with the '52, and even picked up a best of show award at an early VW Action. However, the car was eventually swapped for a Marathon Bug in the early '80s, which also stayed in the family for many years. Kev's father is now 74 years of age and, whilst he doesn't attend so many events these days, he still enjoys the VW scene and currently owns a '72 Bug.



▲▲ Above: Kev's son Brandon started out with a Bug, then owned a Caddy and now owns a Polo breadvan Below: Granddaughter, Phoebe, has a cool Camper, just like her grandfather!



My first VW

Kev explained, "When I started driving I was earning just £26 per week on a YTS (Youth Training Scheme) course, hence I didn't have a lot of spare cash to spend on a car." He continued, "I picked up a '69 Bug for £50 that I went on to fix up and repair before driving it to VW Action with my parents!" Kev owned that Bug for a decade and went on to visit countless VW shows over that period. He also went on to own a number of other Bugs as well as a string of T25s and water-cooled VWs, too. Following in his father's footsteps, Kev has since introduced his family to the world of VWs as his son, Brandon, owned a '72 Bug before he could even drive! In fact, Brandon has already moved on to a Polo 'breadvan' project... and this is before he's even passed his driving test!

Kev told us, "I met my wife Susy back in 2000 and we enjoyed a few years camping and events with a '76 Bay window." He continued, "My step-daughter, Zoe, was just a nipper back then, but she loved camping in the Bay and I knew right away that she'd one day own an old VW, too!" True to form, Zoe picked up a yellow '76 Bug when she turned 17 and went on to join Kev and Susy at various VW





▲ Red and white Gingham-check curtains and vinyl flooring suit the overall colour theme perfectly

“it was built to be a proper family Camper”

events. Kev commented, “Zoe’s Bug needed some work but she wasn’t scared to get her hands dirty and we worked together to fix the Bug up and make it reliable enough to get her through her university years.”

Zoe married Stav (also a VW fan, of course!) around four years ago and, as you might expect, the family VW collection was very much part of the wedding day. I think you’re probably beginning to get the picture here – the entire Goldsmith clan are VW enthusiasts through and through.

The latest chapter to this amazing story begins with the birth of Zoe’s daughter, Phoebe. Proud grandfather, Kev explained, “Yes, of course Phoebe has joined us at VW shows and camping weekends – she’s even got her own little Camper already!”

Kev’s dedication hasn’t gone unnoticed as, a couple of years ago, he was awarded a trophy and inducted into the VW Action Hall of Fame. And rightly so, as we don’t know of anyone else matching his unblemished attendance record!

15-window fan

Back in 2001 Kev heard about a RHD ’62 Deluxe Bus that had just come up for sale, hence he headed straight over to check it out. Kev liked what he saw so struck up a deal and drove it back to his home in Kessingland, Suffolk. He commented, “It was painted blue at that point but I really wanted to return it to the original Sealing Wax red and Beige Grey colours, so I saved up my money and the repaint and resto eventually began back in 2004.”

With the body looking great, Kev fitted up the Deluxe trim and bumpers along with Safari front windscreens and a freshly chromed VW badge. He explained, “It

➤ Note the headlight stone guards, chromed indicator units and Safari windscreens

wasn’t built to be a show car, it was built to be a proper family Camper, which should be comfortable, reliable and a pleasure to drive.” Underneath you’ll find an adjustable Bay window front beam with disc brakes up front and an IRS conversion with a 2.0-litre 091 transmission. Powering the ’62 is a torquey 1776cc Type 1 motor, which includes goodies such as an Engle W110 camshaft, dual 36DRLA Dell’Orto carburettors with a CSP linkage kit and the classic Bosch 009 distributor / blue coil ignition combo. The motor has also been drilled and tapped for full-flow oiling and there’s a remote filter and an oil cooler located beneath the bus to keep the oil temperature in check on hot summer weekends.

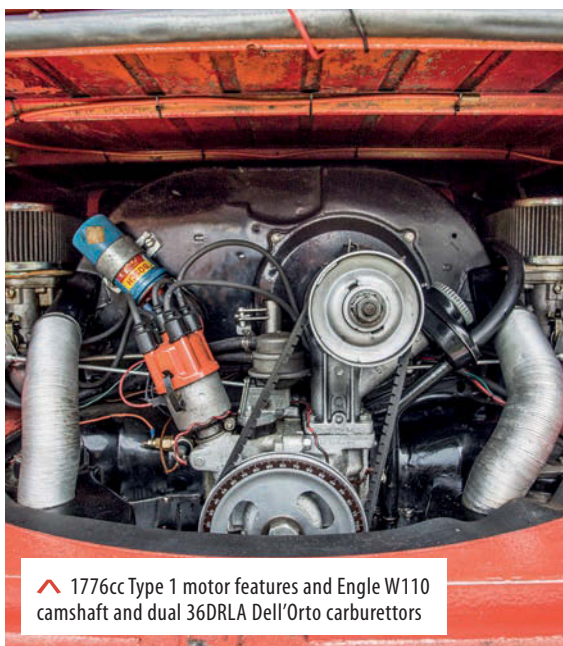
The extra power and torque of the 1776cc motor coupled with the tall gearing provided by the ‘6-rib’ transmission means that Kev can cruise comfortably at 70mph on the motorway, thereby making this Splitity the perfect road trip companion. And road trips are exactly what Kev and Susy love most, as they have driven the Camper across Europe to visit the Autostadt Museum at Wolfsburg (twice!) and spend most summer weekends driving to and from events and festivals in their funky 15-window!

Moving inside the Camper, Kev explained:





^ Kev made the front bench himself and has had it trimmed in terracotta red vinyl



^ 1776cc Type 1 motor features an Engle W110 camshaft and dual 36DRLA Dell'Orto carburetors

TECH INFO

BODY

1962 15-window Deluxe Type 2 painted in the original Sealing Wax red and Beige Grey and fitted with Safari windows and Deluxe trim

ENGINE

1776cc Type 1 motor with Engle W110 camshaft; dual 36DRLA Dell'Orto carburetors with CSP linkage; stainless steel turbo-style muffler; full-flow oil system/cooler; Bosch 009 distributor and blue coil

SUSPENSION

Adjustable Bay Window front beam with disc brakes; IRS rear with 091 2.0-litre transmission

INTERIOR

Combination of salvaged Bay Window Camper cabinets and homemade pullout bed in the rear; front bench seat is handmade and trimmed in terracotta vinyl (as per the rear seat)

"It's really just a mixture of cabinets I salvaged from a Bay window Camper and a pull-out bed, which have been overhauled. I made both the front bench and the rear seat/bed myself before having them trimmed in terracotta red vinyl with white piping." Coupled with the red/white vinyl flooring and matching Gingham-check curtains and panel inserts, it's now a great looking and fully functional Camper van.

The Camper rolls on a set of repro Fuchs rims, which bolt right on to the Bay Window 5x112mm PCD brakes all round. It's not super-slammed or narrowed and tubbed, but has been lowered 'just enough' to tighten up the handling and improve the aesthetics without

adversely affecting the ride quality... exactly what you need when you're planning to clock up plenty of miles!

Stock as a rock

Kev's other ride is also a RHD Splitty yet is quite different to the Camper as it is 100% stock and largely unrestored. Kev said, "About seven years ago a good friend of mine, Kev McGrath of Southcoast Wagenwerks, mentioned that he'd heard about a barn find single cab, which was for sale in Kent." It's not often that an unrestored RHD commercial Type 2 turns up in anything but 'terrible' condition, hence Kev chased up the lead and soon became the owner of this sweet '65 truck. He commented, "it had been used on a farm but only for relatively light use, hence it wasn't too battered and had only covered around 60k miles." The truck needed a couple of minor repairs underneath plus a full overhaul of the brakes etc, but Kev was keen to keep things as original as possible. There are a few minor dents, dings and scrapes, but these just add to the character of this workhorse survivor.

"I often use the truck to transport building materials when I'm working and Zoe loves driving it at the weekends, too," said Kev. And hey, it's great to see old VWs being driven and, more importantly, enjoyed... that's what it's all about!

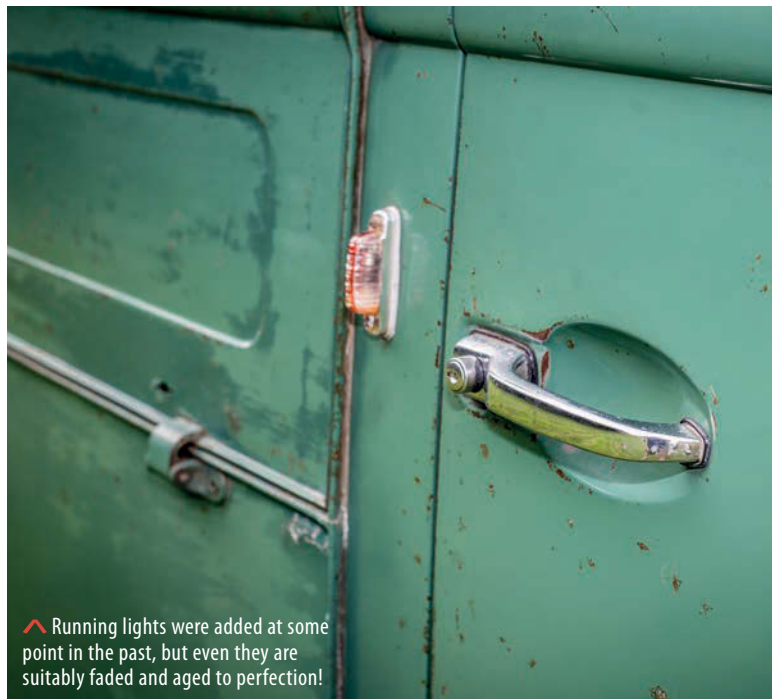
"it's great to see old VWs being driven and enjoyed... that's what it's all about!"

✓ This '65 Single Cab was a true barn find. Since these photographs were taken, Kev has added a canvas 'tilt and bows' kit, which adds to the character





✓ Dashboard is 100% original – this truck has never even been fitted with a radio



^ Running lights were added at some point in the past, but even they are suitably faded and aged to perfection!

TECH INFO

BODY

Unrestored 1965 Type 2 Single Cab Pick-Up; dents, dings and scrapes... i.e. perfect patina!

ENGINE

Original 60k miles 1500cc motor (with plumbed-in fire extinguisher kit)

SUSPENSION / BRAKES

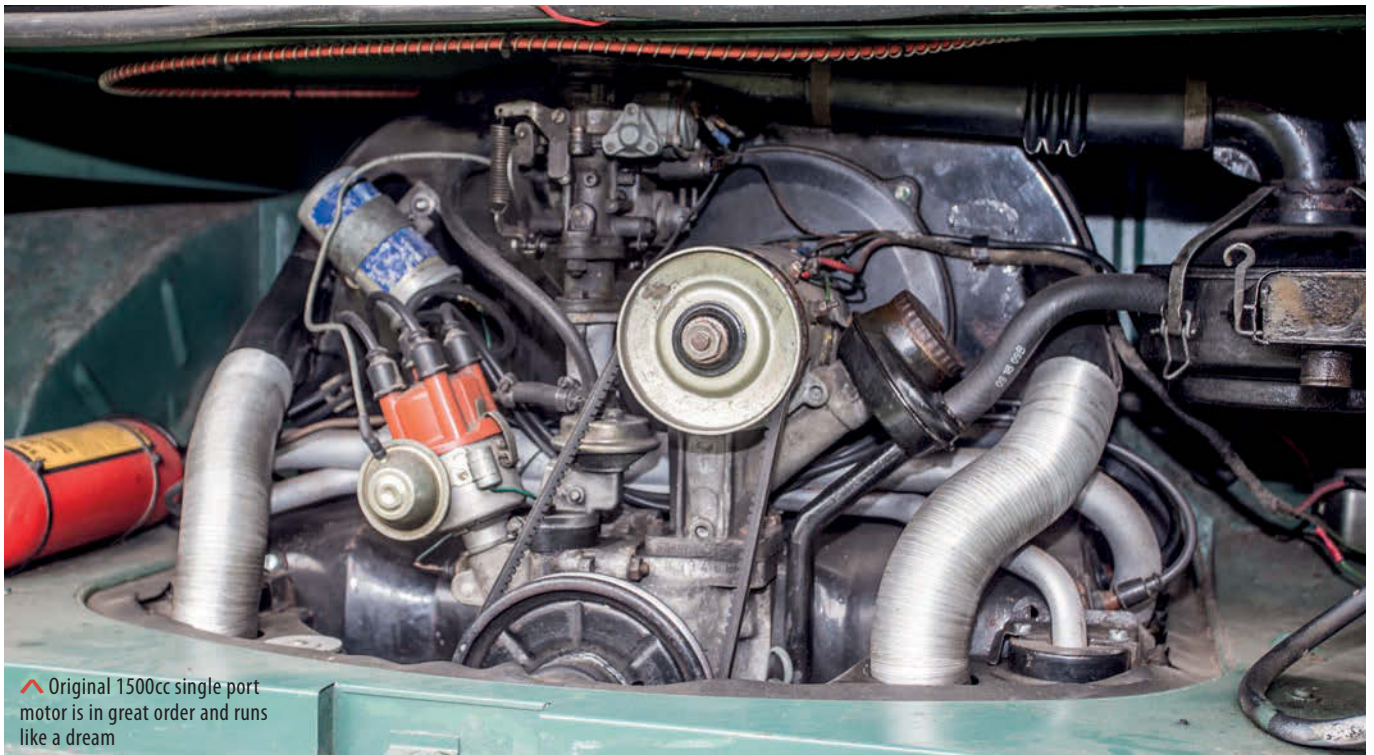
Overhauled and recommissioned but 100% stock spec

INTERIOR

Original and untouched throughout



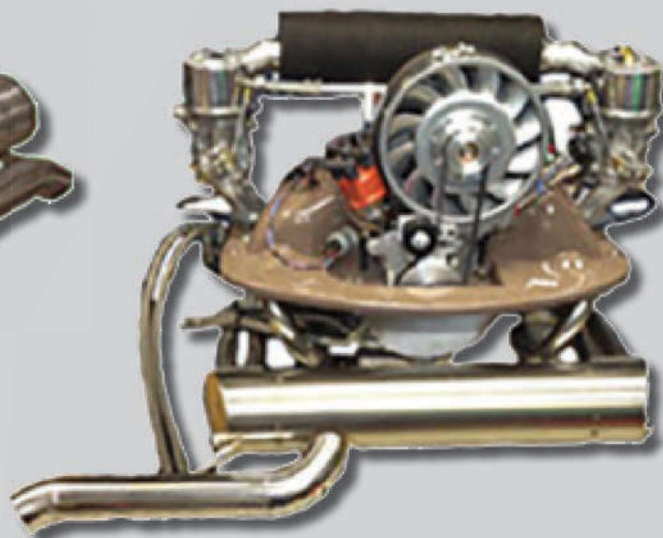
^ When the sun is shining, Kev uses his truck for work, hence it still see's some commercial action



^ Original 1500cc single port motor is in great order and runs like a dream



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✓ The verdant Oak Canyon Park proved a hit with participants and visitors alike



Silver lining

Demonstrating their versatility, the promoters of the American Bug-In have recently added a new event to their annual calendar: the Silverado Show. We rocked up to take in the chilled-out lakeside atmosphere

Words and Photos Stephan Szantai

Led by long-time promoter Rich Kimball and his son, Andy, Periscope Enterprises organises a lot more than the annual Bug-In, which came to be half a century ago. Their calendar also offers other well-known Californian meets, specifically the *hotVWs* Drag Day, Big Wednesday and, every other year, the So-Cal Vintage Treffen.

From now on you can add the Silverado Show to the list... Sponsored by our friends at Wolfsburg West, it somewhat differs from the rest of the Kimball family's line of happenings. You see, the new get-together caters first and foremost to campers, such as the

revered Westfalia models. Incidentally, Oak Canyon Park is east of Orange County and just a mile from Irvine Lake. The verdant venue, used in the past for the dearly-missed VW Jamboree (2012), offers plenty of space; in fact, it also hosts a huge biker show every year, Born Free, which welcomes over 5000 motorcycles!

Strike a light!

Due to its emphasis on camping, the programme spreads over a complete weekend rather than a single day, allowing participants to sleep on site Saturday night. The weather did not cooperate during



✓ A scenic pond separated the camping/swap meet area from the car show held on Sunday



> Centerline-style rims look great on Pierce Rubin's '74 Trekker, a.k.a. "Thing" in the U.S.



^ You could even get a cut/shave from the Precise Barbershop



< The Precise Barbershop crew was driving this cool Kombi, rolling on a set of Cosmic replicas

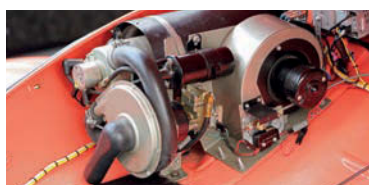


^ Hot Rod Trio often plays at local car shows, such as the famous Mooneyes Xmas Party

> Tom Urbaniak exhibited his '67 cab and '80s-built Cal Look Bug, still looking perfect

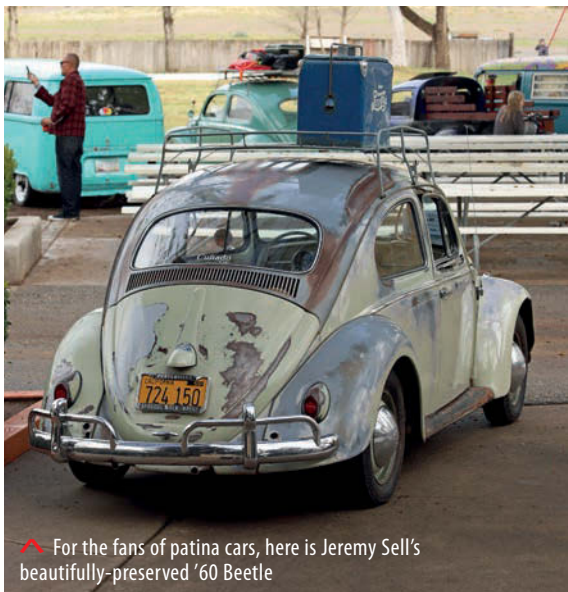


^ Slammed rides represented a large portion of the entries. Nice pair, eh?



^ Under the bonnet of Tom's pastel saloon, check out the clean custom heater

^ Clever Safari Type 3 rear window showcases the Oil Drippers car club logo



▲ For the fans of patina cars, here is Jeremy Sell's beautifully-preserved '60 Beetle



▲ This participant came well equipped, including a 1961-63 Trailerboat, a trailer/boat combo



◀ Though the weather remained uncertain, the event was a perfect opportunity to bond with the family

➤ Honeycomb-style wheels nicely complement Baja Brian's '71 Bay with crazy front ladder



the first 24 hours, with a few showers unfortunately, though Sunday proved dry for the most part, a blessing as the Car Show took place that day.

The venue's gates opened on Saturday at 9am, allowing the early birds to set up camp at their own pace, before enjoying several camper-friendly activities. They included the Chili Cook-Off, a culinary competition quite popular in the US, along with the Coleman Lantern Workshop. Not familiar with Coleman? The brand specialising in lanterns has been a huge hit with local Bus/camper owners, with prices of some of these vintage lamps steadily rising as demand continues to grow. There was even a Lantern Walk at night – a neat way to put the Colemans to good use!

Oak Canyon Park consists of two main areas, separated by a large fishing pond; the first caters to campers and swap meet vendors, whilst the



▲ Surfboard, clean and not-so-clean parts... This was your typical swapmeet space



▲ We love Jason Miller's '71 Bus, which features an early Porsche-style upholstery

“the Chili Cook-Off, a culinary competition popular in the US”



▲ Painted 33 years ago, Dave Shaw's Zwitter is finally hitting the streets of So-Cal



^ Among the Top 10 winners was this beautiful 1956 Karmann Kabriolet with a hint of Resto Cal

> Joe Sanchez displayed his newly-finished '69 Squareback fitted with Mooneyes rims



^ You may as well use the large space from your Type 2 to carry some items for sale, eh?



✓ Dan Payton unveiled his '64 Type 34, while his son Danny drove a '67 Variant



^ A lowering job, a few accessories, and here is a great-looking '56, property of Dustin Nath



^ A pair of rare Type 2s converted by Kemperink in Holland joined the festivities



“he only finished it recently having experienced a few hiccups – think divorce in particular!”

SHOW REPORT Silver Lining



◀ Dozens of VWs parked around the pond located in the heart of the verdant site



▲ In the swapmeet, this specialist offered to repair/maintain your old Coleman lamp



✔ Danny drove a '67 Variant Type 34

▲ The interesting Smisek Stark could be a modern interpretation of the Baja Bug



➤ It might look stock, but Mike Hodge's '71 Westfalia hides a 154-horse 2276cc motor.



✔ Cal Look Godfather Ron Fleming represented DKP, a club he joined in the mid-'60s



▲ A former Autohaus employee in the '70s, Ed Craig, relaxes next to his neat 1971 Bay Window



▲ Some vintage tin showed up, too, such as Gary Beadle's fantastic '66 Crew Cab



✓ Standard Microbus of '61 vintage could have been yours in exchange for a steep \$95,000



^ Awning, nightlights, food, heater, bicycle, beer bottle caps instead of chrome trim: it's all there to enjoy the weekend



< ✓ Vintage Speed, the well-known company based in Taiwan, came to show its latest goodies



< Original artwork? Nope, but a nice repro inspired by the Coleman brand, beloved by campers



“A Lantern Walk - a neat way to put the Colemans to good use!”

second (open on Sunday) welcomes the Car Show entrants. The latter represents the various segments of California's Vee Dub scene: Vintage, Cal Look, Resto Cal, Patina etc.



✓ After a shower, time to dry the camping equipment. Check out that Sears trailer behind the Bus



^ Bus guru Charlie Hamill drove his original fire truck imported from Germany

Fresh arrivals

We noticed a handful of new rides, such as a blue '69 Squareback from the Oil Drippers club sitting on a set of nicely detailed 17in Mooneyes Speed Master rims. Let's not forget Dave Shaw's blue '52 Split. Incredibly, he painted it 33 years ago but only finished it recently having experienced a few hiccups - think divorce in particular!

Sunday's programme included a raffle, together with a concert from a talented rockabilly band, Hot Rod Trio. The Silverado Show has truly everything to please the crowd and you can bet it will become a can't-miss event in the years to come. ■

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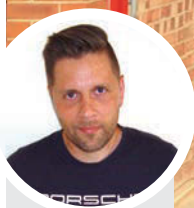


THE MARKET

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> I finally have my own space for my cars, but which ones will get to stay?



OWNER INFO

NAME
James Peene

JOB
Serial air-cooled car collector

CARS OWNED
'69 Bay Window Bus, '61 Beetle, '68 Porsche 912

WORK THIS MONTH
Move house and set up shop

Ass monkey garage

There's no room at the inn, as James gets his first garage

I find myself in a rather enviable position this month. I've moved house, and for the first time in my life, I have a garage of my own. In days gone by, my random assortment of air-cooled junk was housed at my parents (well it would, wouldn't it, I lived with them). Then, when I worked at *VolksWorld*, my cars were interned in art editor and handy man Steve Gosling's barn, and latterly, I've rented storage space. But now I find myself with a double garage to call my own.

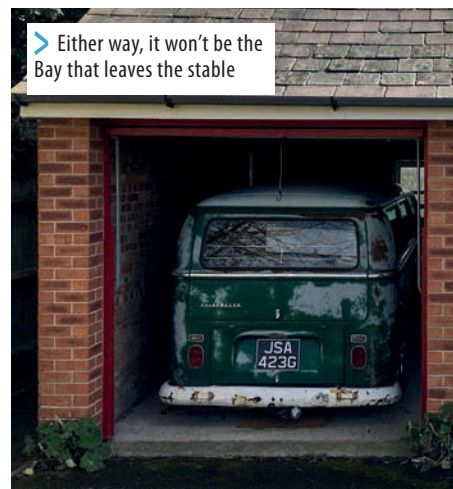
The first thing I did when we got the keys to my new gaff was to park the Bay in the garage. I think my girlfriend thought I was helping the movers, but I

was actually marveling at my newfound man cave.

I love it, and having my cars on hand is a new experience, one I can't wax lyrical enough about. It means I can pop out in my VW whenever I feel like it. I don't have to drive to my lock up, get the ramps out, get the car out, tuck the other one away etc. It's a revelation. As is, having somewhere to work myself. Recently, any work I've wanted to carry out has been on the drive and at the mercy of the elements. It can rain all it likes now, as I have a roof over my head.

I also have to work out how I'm going to adorn my new workspace. The walls

> Either way, it won't be the Bay that leaves the stable



'69 Bay Window Bus, '61 Beetle, '68 Porsche 912

will get a lick of paint to brighten up the place, it needs some better lighting and a work bench, but I've already amassed a host of assorted junk and banners to cover the walls. And, I can finally use my Hazet Assistant.

Three's a crowd

The only downer is I have three cars but only room for two, so something will have to give. It'll either be the Beetle or the 912, which isn't as

easy a decision as you'd think. Yes, the Porsche is the better car. It's fabulous to drive, it's more valuable so is a better investment, but there's something about a Beetle. I just love the shape, the noise, the lightness of the steering and how easy they are to work on. Plus, my particular example is the best one I've ever owned. The history and patina it has are amazing and, if it goes, I can't imagine finding another one I'll love as much...

Either way, I won't sell the Bay. My

girlfriend would kill me and it's just too practical. Over the last week or so it's carried out multiple dump runs as I've ripped out all the old nana wardrobes that were fitted in my house. And I did laugh when the chap at the dump told me where the scrap metal bin was for it the first time I drove in. What a wag. But it's typical isn't it? No sooner do I get a garage than I have to sell something that should be in it. The house does need a new kitchen, but then you can't drive a kitchen can you?

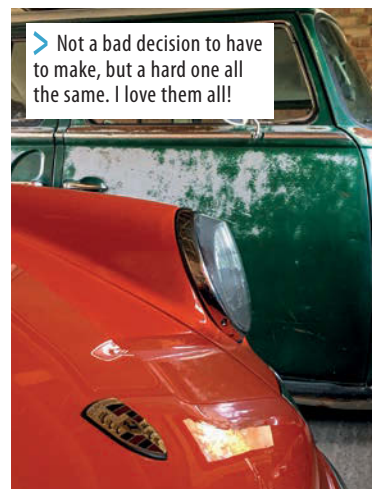
> I can't tell you how good it is to have my cars on hand, so I can drive them whenever I feel like it



“ You can't drive a kitchen can you? ”



> The Bay has definitely been earning its keep of late



> Not a bad decision to have to make, but a hard one all the same. I love them all!

> On display in the Esher Hall at the VolksWorld Show – I polished half the car to showcase show sponsor Meguiar's products



> I've bought back the '67 I originally imported from Sweden in 2010



> I didn't realise the car had been off the road for four years



OWNER INFO

NAME
Mark Walker

JOB
Regular contributor

CARS OWNED
Part share '73 Westy

WORK THIS MONTH
Selling my 1970 1500, then buying, refitting an engine and cleaning up my old '67

Groundhog day

Mark sells one Swedish import to buy another

A bit of a shocker to report this month. After the saga of getting the 1970 RHD 1500 Beetle from Sweden and doing some major repairs over the last couple of instalments, I've gone and sold the car and replaced it with a 1967 1500 Beetle.

Around the time that I'd got the red car through its first MoT, I was alerted through Facebook that Steve Walker in Guildford had bought my old 1967 1500 Beetle, which I imported from Sweden in 2010, and that it was currently for sale. Let me start by saying that one of my passions is white cars with red interiors (I've owned a few) and this car ticked that box. It was also the most rust free and original Beetle I'd ever owned and, is arguably the best year and spec of Beetle ever produced. Being a Swedish car, it also has factory 12-volt electrics and an Eberspacher heater, which worked well when I last owned it.

After seeing that the car was available again, I had a couple of sleepless nights deciding what to do. The red '70 had been given a blow over at some point and there were two small patches of

welding behind each jacking point, whereas the '67 was original paint, unwelded and was a sloping headlamp car, which suited my vision more for a stock height daily driver. Decision made.

Sell it and see

I put a classified ad on eBay, reasoning that if the red car sold, then I would buy the white one. Despite the price being more than I've ever asked for a Beetle at £6,500, it went within a week at £6,250. As the '67 was £4,850, I would have a little money to spend getting it through an MoT and back on the road.

I still had to do a few jobs on the red car before it went, including fitting an electric washer kit, repainting the wheels and having some new Vredestein Sprint Classic tyres fitted at the rear to replace the ancient Pirellis – thanks must go to Vintage Tyres, Beaulieu (www.vintagetyres.com) for the excellent service. I also had to register the car and fit the new die pressed and stove enamelled number plates from Framptons (www.pl8s.co.uk), which were the choice of the new owner.

After beckoning a sad farewell to the '70, a friend of Steve's delivered the '67 to Payne's Fabrication in Petersfield (07792 347220). I had arranged with owner, Lee, that I would fit drop spindles to his Split Screen Pick-Up in return for some workshop space and this arrangement worked out perfectly.

Ticking over nicely

The '67 had a freshly rebuilt engine, but it was out of the car, so I took off the tinware, rubbed it down and painted it. I also checked the inlet manifold heat risers and repainted it in medium sea grey before fitting the reassembled engine back into the car.

A standard 063 Beetle battery has 45Ah and 390 cold cranking amps, but running an Eberspacher and a few extra accessories in the future I reckoned I would benefit from a heavier duty item. I bought a 063 XD instead, which has 50Ah and 540 cold cranking amps. It was just £45 off eBay, complete with a five-year guarantee.

The engine was fitted with a newish vacuum distributor, complete with Magnaspark electronic ignition. This

distributor didn't have a notch in the body to locate number 1 cylinder, so it took some time to figure out the firing order. With this worked out, we kept filling the float bowl of the carburettor with new fuel, to help the pump; I had fitted new fuel lines throughout, complete with filter near the gearbox.

Eventually, the engine fired and the timing was set to 7.5 degrees BTDC. It was very helpful to have Dubworks (www.dubworks.net) next door and owner Jason was very selfless with his time. I then spent a couple of hours fixing the horn, diagnosing wrongly wired indicators and replacing a couple of bulbs, before the MoT the following day.

I'd given myself the deadline of getting the car to The Volksworld Show, which was in three days time. I'd also agreed to buff half of the car and display it on behalf of show sponsor Meguiar's UK, who had supplied a load of their great products to renovate the very tired paintwork. Everything should have been fairly simple, but on Tuesday lunchtime, after getting the car MoT ready, I reversed into a large metal post in the unit car park, damaging the wing, rear light and bending the bumper brackets.

I owe a massive debt of gratitude to Jason at Dubworks who at this point not only allowed me to repair it straight away outside his unit but also helped with some panel beating, tools and materials. I made the MoT on Wednesday afternoon

by the skin of my teeth, with the paint not even dry. Thankfully the car passed but was now refusing to idle at all. Another big thanks must go out to Shaun at Dr VDub in Southsea (07968 235994), who looked at the car on Thursday morning for me and got it running sweet.

All that was left to do was tape off one side and polish it with Meguiar's products. This was done with the assistance of my good mate, Martin Feast, who helped me buff the car and let me use his drive to do it – cheers mate. After

an early rise on Friday – Volksworld Show setup day – the car made it to Sandown Park with no issues, other than the indicators stopping working yet again.

The car looked great on display in the Esher hall and I'm stoked to have a roadworthy air-cooled VW once again after a two-year break. There's still a lot to do on the car, but I'm really happy to be its new owner and I am looking forward to a summer of driving an old Beetle. For regular updates, you can follow me on Instagram – I'm @barefootdriver



> Fitting the engine alone was made easier with some heavy machinery. It ended up coming out again, as I'd assumed the clutch was new (it wasn't) and was slipping

“ the most rust free and original Beetle I'd ever owned ”



> This was immediately after reversing into a large metal post



> Wing had already had a poor repair previously



> Removing the rust staining with limescale remover and a kitchen sponge



> After a few setbacks, I am chuffed with how the '67's scrubbed up!

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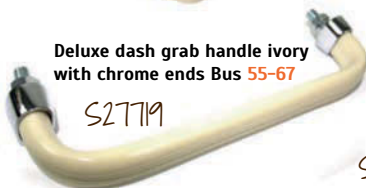
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Sort door scrapers / window seals

It's often the little details that count most, which is why it's important to get your window scrapers and rubbers looking spotless. Here's how to do it

Words and photos Mark Walker

Whether you are in possession of an import from a dry US state, or you are re-assembling a car after paint, you will need to address the front door window seals at some point. With an aluminium trimmed outer scraper and lots of other fiddly and easily damaged seals to replace, the job is far from easy or straightforward.

Here we will show you the correct procedure for replacing all these seals, in the correct order and without causing any damage to either the car or the new seals or fragile trim. Although the job in the pictures was carried out on a '72 Bay Window Bus, the job is very similar on a Beetle and other air-cooled Volkswagens for that matter. If you're ready to make your fingers hurt, then let's dive in.

JOB INFO

TOOLS NEEDED

Screwdrivers (flat and crosshead); plastic levers; 10mm socket and ratchet; long nose pliers

SKILL LEVEL

4

TIME TAKEN

2-3 hours per side

COST DIY

£300 for parts and materials.

COST PRO

£250-300 approx labour



01 Remove Door Hardware

Before you can remove the doorcard, take off the door hardware. Beginning with the winder handle, gently pry off the cover with a flat screwdriver and access the crosshead screw that holds the handle on. Remove this and you should be able to wiggle the handle free. Next, remove the two screws holding the inner door pull to the door then carefully unhook the handle. Finally, remove the inner handle escutcheon. Begin by prying out the handle recess cover with a flat screwdriver to access the cross-head screw. Remove this and the escutcheon will be free. You can now remove the door card by gently prying against the clips – a plastic lever is best. If you have a 1972 on Bus, you will need to carefully pull the doorcard vent over the lever first.

02 Remove Door Glass

You'll now encounter a plastic moisture barrier. Carefully peel it off and put it somewhere safe. If it is damaged, replace it while everything is apart. Before you wind the window down, lube up the window regulator using the small tube on a can of WD40 or similar. Ours was particularly bad, as the Bus had been sitting for years with virtually no rubber left on the outer scraper, letting dust and dirt into the door. Wind the window up and down a few times to let the lube do its job, before winding it down to the point where you can access the 2x10mm bolts, which hold the window lift channel to the regulator. With the bolts removed, lift the glass upwards complete with the lift channel, then push the lift channel away from you so it is clear of the regulator. Now carefully lower the glass into the bottom of the door.



03 Remove quarterlight fixings

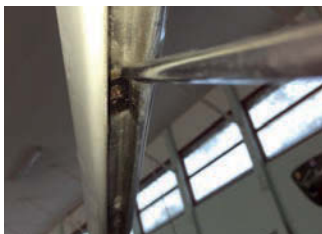
Whether you have an opening or fixed front quarterlight, the removal procedure is the same. Firstly, take a 10mm socket on a ratchet and remove the bolt holding the quarterlight upright bar into the lower part of the door. Next, take a flat screwdriver and gently pry down the felt channel adjacent to the quarterlight. As you will be replacing the felt, you can bend it down out of the way. You should now be able to see the crosshead screw holding the quarterlight into the upper door frame. Give it a quick clean with a small brush and spray it with penetrating oil to prevent chewing up the head when you remove it. Now pry the tab downwards, so it will clear the inner door frame upon removal.



04 Remove quarterlight / inner scraper

With the fixings removed take out the whole assembly from the door by tilting it backwards from the top. It is a bit of a tight fit, so as the inner scraper will need to be removed for replacement anyway, we found it easier to remove it at this stage. Take a plastic lever and push it carefully down between the inner door and the inner scraper, making sure not to scratch the paint. Now gently lever the clips out of the door and remove the inner scraper. You should now be able to move the upper part of the quarterlight backwards and upwards, before wiggling the lower part free from the door; the bracket for fixing into the lower door makes this difficult and you will have to gently push the door glass out of the way in order to free it.





05 Remove felt channel

Pull the felt channel away from its clips. Sometimes the clips come away with the channel, or else they will stay in the door. With the felt removed from the clips, pull it upwards and out of the door. In order to free the upper portion of the aluminium outer scraper from the door, remove the aforementioned felt channel clips. They are located into holes in the door frame with a small spring clip. To remove, put the blade of a large flat screwdriver against the clip and use the heel of your hand to dislocate the clip. If the original clips come out in one piece and are not badly rusted, you may want to reuse them; we find that the new ones supplied by parts suppliers are of inferior quality and often snap. Ok, so now the outer scraper should be free along the upper edge and the vertical portion at the rear of the door. The lower part is located by a series of small metal sprung clips along the inner edge of the lower window aperture. They are tricky to remove without damaging the scraper, but as we were fitting new anyway, we just went at it carefully with a large flat screwdriver, prying them out of the door. If the aluminium tears around any of the clips, then you will need to go back once the scraper is out of the way and remove them with a pair of long-nose pliers. Now the door is stripped bare, give all the surfaces a good wash, then use rubbing compound and wax on the paintwork before fitting the new parts.



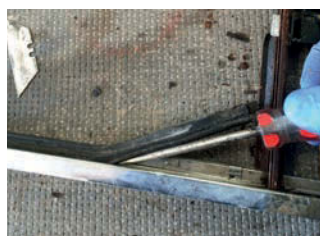
06 Strip/clean quarterlight

Use a small flat-bladed screwdriver and first remove the door glass felt channel. It is usually bonded in with contact adhesive and should come out fairly easily. Next, take a 10mm socket or spanner and remove the bolt from the lower hinge clamp, then proceed to remove the clamp itself. Now take a drill with a 3-4mm bit and carefully drill out the rivet holding the upper vent wing to the frame. With this done, you should be able to wiggle the vent wing out and give it a good clean.



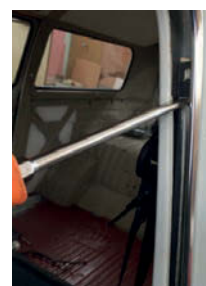
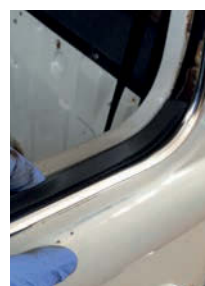
07 Renew quarterlight seals

Using a small flat-bladed screwdriver, pry out the old quarterlight surround seal from the frame. Once done, you can also remove the vertical flap seal from the quarterlight upright bar with the same screwdriver. Give everything a good clean and, if necessary, a lick of paint. Re-assembly is the reverse of removal, the only problem being that the quarterlight surround seals are a nightmare to fit because the seal has a double return on it. Our top tip here is to use a vice with soft jaws to put light pressure on the seal – pushing it into the frame. This supports the whole assembly too, whilst you go at it with the screwdriver/lever. Once you have a section of rubber started into the frame, you can tighten the vice a little to push it fully home. Start by hooking the slotted section of rubber seal around the upper support bracket and work outwards from there. With the worst part out of the way, install the new upright flap seal (not pictured) by just clipping it in place. When you are happy with the seals, you can slide the vent wing through the seal and back into the frame. If you have the correct VW rivets and tool, then great. We didn't have any to hand and chose to secure the frame with black pop rivets.



08 Fit new outer scraper surround

Carefully remove the new outer scraper from its packaging – they are very fragile and easily damaged, so be warned. Insert the whole frame loosely in the window aperture before attaching anything, then insert the lower spring clips into the holes and push home with your fingers. It takes quite a lot of pressure to do this, but if you use a screwdriver or lever, you stand a very high chance of warping the trim. Ensure that the clip you will be moving to next is already positioned in its hole before you push the clip you are working on home and you shouldn't bend anything. With the lower clips fitted, you can now work your way around the surround. As you saw earlier upon removal, the upper portion of the frame is secured to the door by the felt channel clips. Position the scraper where it needs to be, then put the clip in position and use the blade of a large screwdriver and the heel of your hand to clip it into the door.



Sort door scrapers / window seals

09 Refit quarterlight frame / inner scraper

It is now time to refit the rebuilt quarterlight frame into the door. The new outer scraper you've just installed is prone to damage so it's worth putting a few layers of masking tape over the aluminium surround to protect it. Carefully wiggle the quarterlight divider bar back into the door, but leave it loose for now. With the divider bar in place, you can fit the new inner scraper. Top tip: if you fit the inner scraper from the rear first, then move forwards, the clips will go in a lot easier. They are still tough to do and a pair of long-nose pliers are essential here. When you get to the front, tuck the seal into place around the lower quarterlight bar (which is why we left it loose). With the inner scraper tucked in, you can push the whole quarterlight frame into position. As you do this, make sure the door glass is refitted to the quarterlight upright channel. We found it easier to get the lower bolt started first (use a 10mm nut in a small socket to help 'push' the bolt into the threads) before bending the tab back into place for the upper screw and re-fitting the screw with a crosshead driver.

**10** Fit new felt channel

You are now ready to fit the new felt channel. We offered up the new channel before fitting into the door against the quarterlight frame, so we could see where to make the corner bend. Measure twice, bend once. Once you have formed the bend, slide the rear lower portion of the felt channel down into the door, ensuring it fits into the metal channel and holds the door glass at the same time. Then, carefully secure the felt into the clips you fitted earlier, before pushing the upper front end into place adjacent to the quarterlight bar. Now carefully lift the door glass upwards and over the bracket on the regulator. Refit the 2x10mm bolts, but don't tighten yet. Wind the window fully up (to push the felt channel fully home into the door). You can then wind the window down just enough to access the lift channel bolts and tighten them. Finally, wind the window up and down a couple of times to check everything works as it should.

**11** Refit Door Hardware

If you damaged the plastic membrane when removing it, it's a good idea to repair or replace it before refitting the door card – the membrane stops any water ingress into the door from damaging the interior panels. It's easy to buy some plastic sheet and make new ones – use the doorcard as a template. With this done, you can carefully refit the door card, making sure to offer the clips up into the holes before banging them home with the heel of your hand. Once you are happy with the fit of the panel, refit the door hardware. You can now be confident that your door not only looks better, but also will keep water out. And that's all there is to it!



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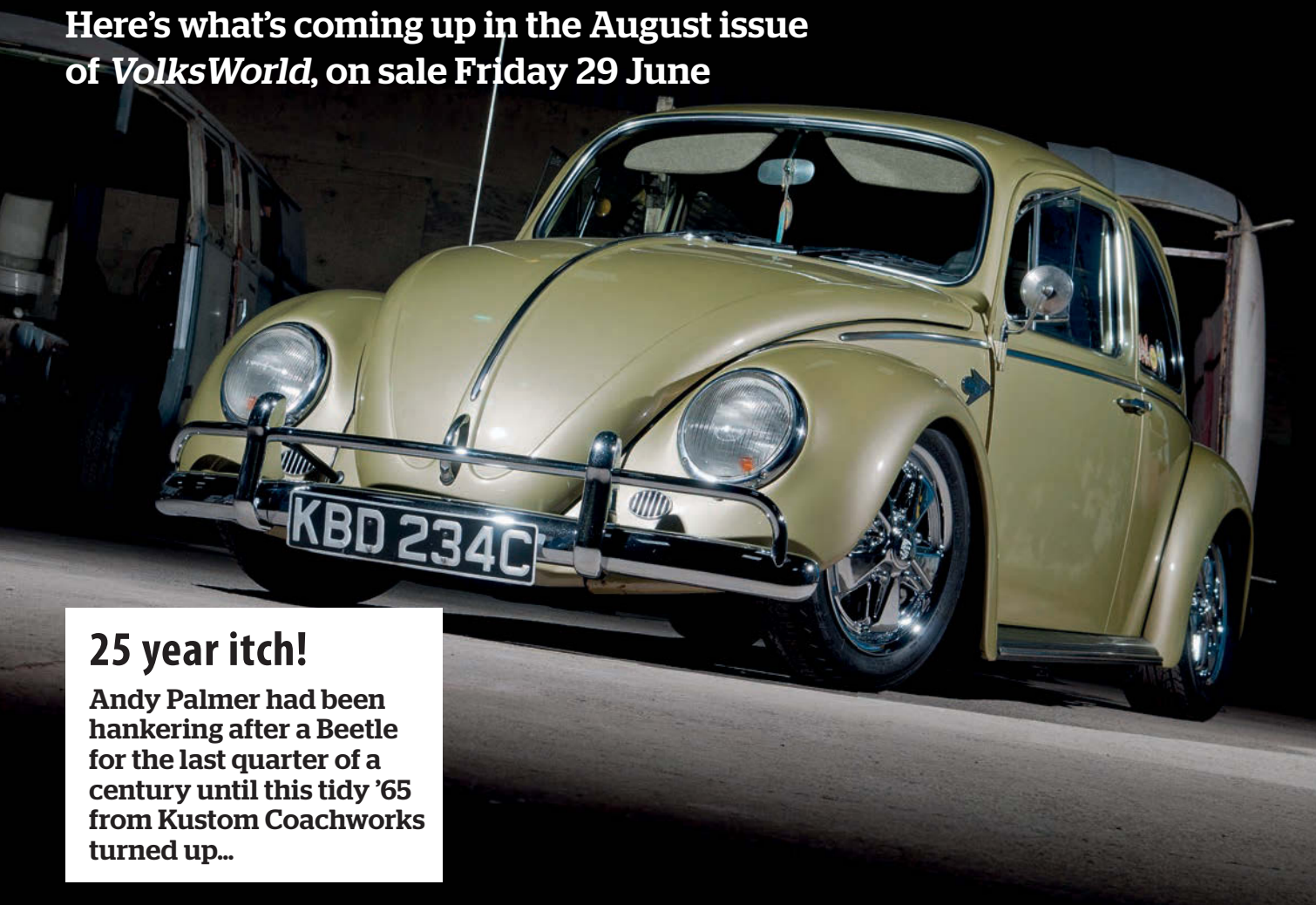
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Next month...

Here's what's coming up in the August issue of *VolksWorld*, on sale Friday 29 June



25 year itch!

Andy Palmer had been hankering after a Beetle for the last quarter of a century until this tidy '65 from Kustom Coachworks turned up...



Double Cab Deluxe

Fresh out of CCR, this Type 2 has got it all!



Split Bug

Stock as a rock - one sweet Split Window Bug



Cartune history

The story behind the tuning accessory supplier

**VOLKS
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Don't miss it!

“Honey, I shrunk the Porsche”

Dacon was a Brazilian manufacturer that came up with one of the more eccentric Volkswagen specials in 1983. And if you think it looks a little like a Porsche 928...

Words
Richard Gunn

> Aniso Campos alongside the later Obvio! 828 scissor-doored incarnation of the design he came up with in the 1980s



O

ne of the virtues of the Beetle is that, thanks to its separate chassis, simplicity to work on and easy availability of parts throughout the world, it's found itself forming the basis of all manner of specials. Some, of course, have been utterly sublime, such as the Hebmüller,

Denzel, Rometsch and Dannenhauer & Stauss. And we might even add the first Porsche 356s to that list. Others, though, have been, well, rather less aesthetically effective; we're far from convinced that the Czechoslovakian Hartman, with its fake wobble-toothed front grille, necessarily improved the breed. And anybody who might have accidentally strayed across an Erdmann or Kubinsky roadster on a dark night could possibly still be in therapy.

So what to make of the Dacon 828 then? This Brazilian oddity was unleashed onto a world probably utterly unprepared for it in 1983, and stayed in production until 1994. However, we should point out that during those 11 years, a mere 47 were made. It used the 1.6-litre version of VW's air-cooled motor along with a standard transmission, and somehow shoehorned it into the rear of what was a very tiny machine just 2.5m long. By contrast, a Beetle was just over 4m.

However, what really made the diminutive 828 stand out was its looks. For the 828 was well-named – it did look for all the world like a Porsche 928 that somebody had subtracted a significant amount from. Officially, the moniker refers to the year the car was developed – 1982 – with the '8' suffix denoting it was Dacon's eighth project. But we can't help but feel the title was also a cheeky little nod to the Stuttgart product that this microcar wanted to be when it grew up.

Mad about the marque

Perhaps we shouldn't be too surprised at the Porsche connection, given Dacon's origins. It was founded in Sao Paulo, Brazil, by Paulo de Aguiar Goulart in 1964. This businessman was passionate about Porsches and, with Dacon, he became the first importer of the marque into his home country. In 1966, he formed the Dacon racing team, which successfully campaigned Karmann Ghias modified with lightweight glassfibre panelling and Porsche engines. Emerson Fittipaldi was one of the drivers, as was Aniso Campos, who'd go on to design the 828.

In 1976, Dacon became a Volkswagen dealership. In addition, the company also set up Project d' Avant Garde (PAG – which, handily, were also the initials of Paulo) to manufacture its own special-bodied vehicles. In 1982, Paulo called Aniso Campos and told him “I want to make a car that people will want to put in their room, to live with, to go to work with, to travel with, to leave with at any moment, but especially to fall in love with.” Aniso did have previous form in such things, having also created the Puma, a sleek Lamborghini Miura-inspired GT using a Karmann Ghia as its basis.

But the 828 was a different kettle of fish. As a microcar, it had to be tiny, so the choice of the bulbous 4.5m long 928 as a big styling influence was unusual. The pummelled Porsche proportions of this 650kg glassfibre featherweight were especially apparent from the rear, where the big back screen and horizontal lamps projected a most 928-like posterior. The lights did look a lot like 928 units but were actually from a late T2, turned through 90 degrees. Up front, the indicators were also from a Type 2, while the headlamps had more than a hint of MkII Scirocco about them. At least Dacon didn't try to fit in tiny pop-up headlights. Because that, plainly,



Those indicators might just look a little familiar to VW Bus owners...



The minuscule proportions of the 828 are very apparent in comparison to a Volkswagen Golf



Dacon started its own successful racing team in 1966, using Porsche-powered Karmann Ghias modified with lighter glassfibre panels

“The lights did look a lot like 928 units but were actually from a late T2”

the revival of the 828 in 2001 when Aniso Campos was invited by Brazilian manufacturer Obvio! to rework the 828 into a mid-engined design using a home-grown Tritec engine. Sadly, plans to import it into the USA stalled, and the project now seems dormant. But who knows? Maybe the 828 will rise for a third time? If it does, it probably won't have a Beetle engine. But, hey, how difficult could it be for talented VW modifiers to convert? Just don't mention it to Porsche...

A Dacon 828 in its home city of Sao Paulo. We spy more conventional Volkswagens in the background too



It was from the rear that the 828's Porsche appearance was most apparent

would have been just silly...

Being so miniature, there was no room for a back seat. But the 828's generous 1.6m width meant that three people could be squeezed in the front. There they could enjoy a top (and rather terrifying) speed of 88mph from the twin-carb 64bhp engine, for Dacon also specialised in Volkswagen tuning, having also produced a Brasilia tweaked with Porsche parts.

The first 11 828s were built at the Puma factory which, having fallen on hard economic times and been hit by fires and floods, might have been hoping for a bit more success from the mini Porker. It wasn't to be though. Only a further 36 examples were produced up until July 1983. Even upgrading the wheels from 10in rims to 13in items that, funnily enough, looked a lot like 928 'teledial' alloys, failed to boost sales. The problem was the price; it was excessively expensive for an urban runaround.

Remarkably, Dacon parodied Porsche further, and also came up with the Volkswagen Gol GT-based PAG 928, which, being larger, was clearly a 928 rip-off. It too had its engine in the rear; something Porsche itself apparently thought about doing before settling on the more conventional front engine V8 layout. Even more surprisingly, Porsche didn't seem to do anything to stop Dacon, perhaps reasoning that the PAG 928 was so clearly a caricature that nobody in their right mind could confuse it with the real thing. Just eight were made during 1984.

But perhaps the most remarkable thing of all was





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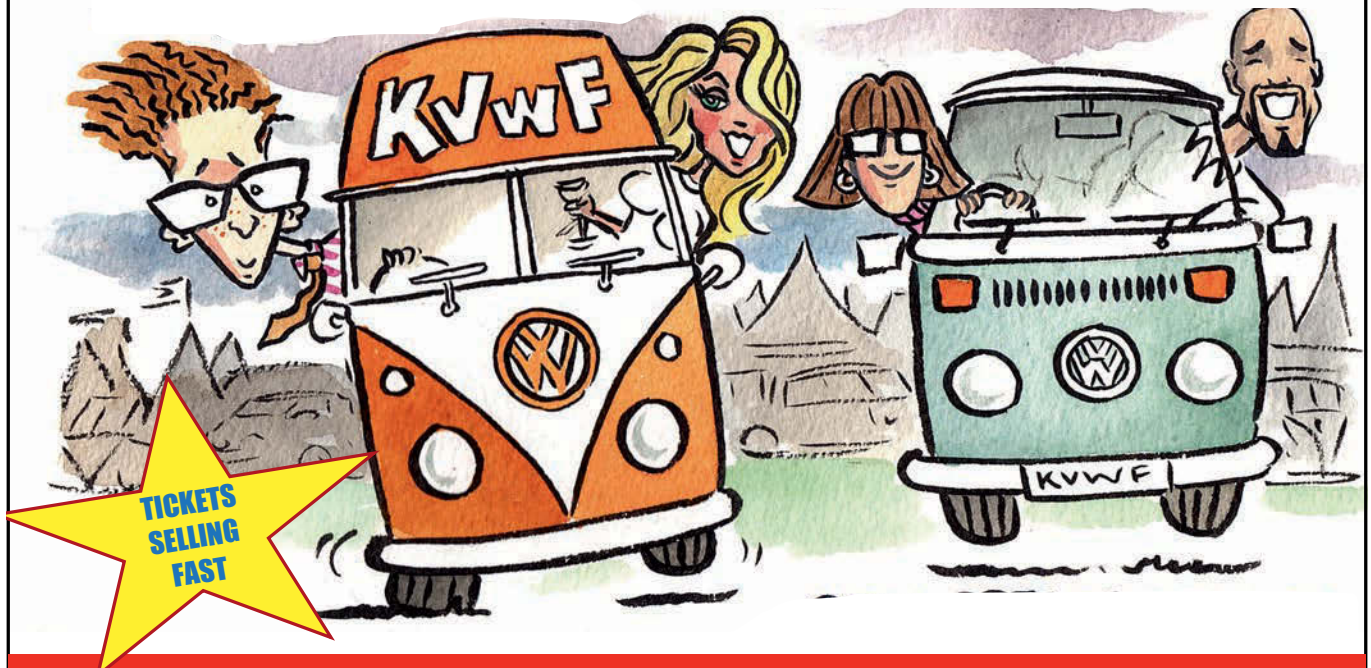
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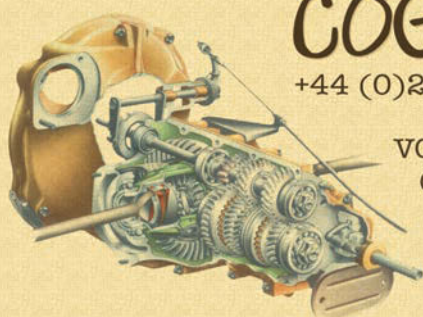
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1978, 87,400 Miles, £7,500 ONO. V.G.C. Body restos in 1995 and 2013. Injection system replaced with standard carb/dissy. EMPI style alloys. Metallic green. FSH from 1992. Please call 01614 834665 or 07766 103057, Cheshire.

WATER COOLED VW'S FOR SALE

CABRIOLET GLI KARMANN



1984, 102,270 Miles, £3,450. One owner last 30 years, History from new, all MOT's, discs, receipts, 1781cc injection, 112bhp manual, factory supplied Gti specifications. Summer weekend car. No rust dry stored long MOT. Please call 02920 614732, Cardiff.

GOLF

1998, 156,000 Miles, £395. MOT November 2018. All original tools/wheels and hand books. New cambelt battery and exhaust. Runs very well and uses no water or oil. Diesel state not turbo. Please call 01745 353705.

GOLF CABRIO



1982, 58,500 Miles, £1600. 12 month MOT, good runner. Please call 01282 459656

GOLF CABRIO GTI



1985, £5,995. Silver/Gold. Check Trim and Black Roof. 1800cc Engine. Pirelli Alloys. MoT March 2019. Excellent Condition. Please call 077615 49454 (T).

GOLF CABRIOLET 1.6 SE



1999, £300. On sorn and off road for 2 years. Minor work for MOT needed or break for spares. Good basis for modifying. Please call 07711 634933

GOLF CL

£950. 1.6 petrol, manual gearbox, electric windows, electric sunroof, radio replaced but original kept. Weather wear on paint work plus stone chips as expected for this age of car. Few scratches on bumper. Reasonable condition for year when driving, lovely but stalls on low revs, requires a service. Mot June 2018 bracket required for exhaust. Please email marklwatkins@hotmail.com.

GOLF GTI



1993, 13,500 Miles, £2,700. Please call 07935 67456.

POLO C



1986, 63,000 Miles, £2,250. 1043cc engine, 4 speed, Alpine white, 2 owners from new, present owner last 8 years. MOT until June 2018. Recent exhaust, tyres and shocks. Well maintained, original condition Please call 07873 383106.

TRANSPORTER 2.5 TDI



1999, £6,000 ONO. Fully lined in rear with single seat and carpeted half Buckhead. DRL headlights LED rear lights, hydro dipped door handles, mirrors, front grill in silver carbon fibre effect. Alloys lowered. Recent cambelt, water pump, oil cooler, MOT July. Excellent runner. Please call 01405 862611

TRANSPORTER T25



1988, 200,000 Miles, £3,000. Diesel panel van, rock and roll bed. Interior lined. Recent engine refurb, Diesel pump o haul. Alarm and CD player. Please call 07870 247405

VW TRANSPORTER



1989, 38,351 miles, POA. 78PS moonraker with Devon conversion from new. 1915cc petrol, rare water cooled version. MOT and serviced. New tyres in 2017 on original steel rims. Original bodywork and paint, rust free. No rot and tow bar with electric. Side elevating roof, sliding side door, original inside furnishings and very little wear. original all round curtains, faded but intact. Leisure battery and usual electric, even light under roof area when elevated. Can sleep 4, sliding platform pieces convert 'upstairs into double. Please call 07746 922256.

CAMPERVANS FOR SALE

BAY WINDOW CAMPER



1972, 38,000 Miles, £15,000. Excellent condition throughout. Recent re-spray. 1600cc Vege engine, new rag-top. ZIG split-charging unit and mains hook-up, rock/roll bed, CD/MP3. Tax exempt. Service history. 12 months MOT. Please call 07964 227845

SWEDISH SURF BUS



1965, £29,995. 1776 twin port, bear motor sports gearbox, IRS and front CSP disks. Top half respray in 2016, left side loading doors, automatic fire extinguisher, leisure battery and split charger, full width rock and roll bed, jail bars, side pop out and front safari windows. MoT till Dec. 2018, regularly maintained. All ready for a summer of surfing and camping .Please call 07802 721756.

T2 PANEL VAN



1978, £16,500. Body refurb 3 years, Automatic. LHD 3 litre Essen engine, interior partially done. Colour savannah. Please call 07970 806460

T2 EARLY BAY



1970, £14,995. Nevada imported rust free. Fully reconditioned 1600 engine. New auto sparks wiring loom. Full professional respray original colours inside and out. Waxm oiled and new alloy wheels. Please call 07855 695705.

MODERNS

140 EX DEMO



2014, 15,000 Miles, £43,000.

We have one of our demos back in and up for sale. The stunning RED GTI theme camper that was magazine featured. Huge Slipper spec with custom leather, heating, mood lighting etc. Full Sportline kit, bike rack, BBS alloy wheels. LED headlights, Milltek exhaust and lots more. Stunning and as new condition. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

150 TDI



11,500, £20,000. High specification Volkswagen Caddy wrapped in matt Grey/Bronze, Golf GTD front seats, Rear interior lined to match in GTD trim, Passenger side loading door, Rear parking sensors, LED front and rear light upgrade, App Connect, Heated front screen, Automatic lights and windscreen wipers, electronically adjustable heated door mirrors. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

2.0 150 HIGHLINE



2017, 6,000 Miles, £42,500. 2.0 150 Highline in Starlight blue converted from new with a full Chilli plus conversion inc hob, sink, fridge etc. This vehicle is currently a 4 seater with 2 x full width beds. Webasto diesel night heater. We have also added sports suspension and side bars. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

BEETLE



2006, 52,000 Miles, £5,695.

Finished in Brilliant Silver with grey trim and black hood.. With full service history. Unmarked, in immaculate condition. Please call 01485 541526, Kings Lynn. (T)

CADDY VAN



2016, 31,000 Miles, £13,995.

Taken in part exchange. Includes centre armrest, passenger car smaller mirrors, genuine Scirocco wheels professionally painted in matt black and Golf GTI Seats on Touran bases. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

GOLF MK5 R32



2007, 123,400 Miles, £5,000.

Had custom made downpipes as flexis broke. Miltek system (sounds nice) Panel filter (or forge intake with forge oil catch can). Stage 2+ re-map. Vw raceline shocks. HandR 20/30mm springs (sits nice but not 2 low. Still practice). New dog bone with silicon insert. High spec car, leathers and heated. Duel climate. Heated power mirrors. Electric sunroof. Double din sat-nav, bluetooth, wi-fi tethering. (Have standard stereo). Bad bit= few stone chips 2 front bumper. Slight wear 2 drivers bolster. Standard alloys need refurbished. High owners but in good condition for age. Please call 07814 622897.

POLO 1.6 GTI



2000, £3,295. 11 months MOT, FSH, one mature previous owner, number plate valued at £700. VGC, fully refurbished, 17 inch alloy wheels and with matching Pirelli pzero tyres. Please email redvwpolo2000@gmail.com, Shropshire.

SCIROCCO GT 2.0 TSI



2008, 72,000 Miles, £8,000. Comes with full documented history, 6-speed manual and leather trim. Modifications include Revo Stage 1 remap (250bhp), Milltek cat-back, KW DDC coilovers, Eibach anti-roll bars, EBC Brakes, bonnet badge deleted and slatted front grille fitted. Please call 07850 654911, Surrey.

T5 T30 SWB 2.0TDI 140PS DSG KOMBI SPORTLINE PACK



£22,995 +VAT. Air conditioning, remote central locking, cruise control, electric windows, electric heated door mirrors, traction control, rear parking sensors, bluetooth, 6 seats. Full black leather, 20" alloy wheels, sportline side bars, lowering springs, sportline roof bars, front splitter, tailgate spoiler, carbon fibre bumper protector, gloss black bumper grilles, headlight upgrade inc led daytime running lamps, fully insulated and suede lined rear with led interior lighting. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

T5 CALIFORNIA SE 2.0BITDI 180PS DSG 4MOTION



£47,995. Front & rear park sensors, heated seats, dual zone climatic air conditioning, power latching side door, electric folding door mirrors, wind out awning, detachable towbar, full dealership history, excellent bodywork, grey cloth interior - excellent condition, tyre condition excellent, four wheel-drive, standard features - airbags, alarm, alloy wheels, cd player, central locking, air conditioning, cruise control, electric door mirrors, electric windows, folding rear seats, heated seats, immobiliser, parking aid, power steering, radio, satellite navigation. 4 Seats, metallic mojavé beige. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

T6 T32 SWB



£47,495. Cruise control, electric windows, electric heated door mirrors, automatic head lamps, multi function display, multi function leather steering wheel and gear knob. Air conditioning, heated windscreen, drivers seat with armrests, 5 seats. LED headlamps with rear LED lamps, twin electric sliding doors, electric folding door mirrors, discover media navigation, 2+1 rear kombi seats, heated seats, comfort dash, carpet in cab, front and rear parking sensors, rear camera, 4 keys, app connect, electric tailgate, adaptive cruise control, sunroof. Please call 01142 838484 OR Email www.leightonvans.co.uk (T)

T6 T32 SWB 2.0BITDI 204PS DSG



£53,495 +VAT. 4Motion kombi highline sportline pack with full abt styling inc abt wheels. Please call 0114 2838484 OR Email www.leightonvans.co.uk (T)

T32 LWB 140 HIGHLINE


2014, 77,596 Miles, £19,995+VAT. Full leather interior, 20" alloy wheels, sportline side bars, lowering springs, sportline roof bars, tailgate spoiler, carbon fibre bumper protector, front splitter, gloss black front grilles, fully insulated and suede lined rear with led interior lighting. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

T32 150


2017, 10,000 Miles, £48,000. Ex demo 2.0 150 T32 with nav, swivel front seats, reverse parking sensors, full highline spec. We have converted this from new into a 4 berth Chilli conversion with under bed fridge option and Webasto diesel night heater. We have also added Bilstein coilover suspension, 20inch wheels and tyres. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 150 DSG


2017, 5,000 Miles, £62,500. T6 2.0 150 DSG in stunning Mojave Beige with huge spec including App connect, swivel heated seats, full Highline spec, reverse camera, front and rear sensors, LED headlights, adaptive cruise control. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 150 DSG


2018, £48,600. A Highline SWB Kombi in Cherry Red with no badges, discover navigation system, comfort dash with cab carpet, front and rear sensors, LED headlights and rear lights, 2 x USBs, folding mirrors and swivel seats. Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 204 DSG


2017, 5,000 Miles, £65,000. T6 204 DSG 4motion in Candy white with huge spec including App connect, swivel heated seats, full Highline spec, reverse camera, front and rear sensors, removable tow bar Please call 01305 824428 OR Email info@vanworx.co.uk (T)

T32 SWB 2.0BITDI 204PS DSG


100 Miles, £43,995+VAT. Remote central locking, cruise control, electric windows, electric heated door mirrors, automatic head lamps, multi function display, multi function leather steering wheel and gear knob, air conditioning, heated windscreen, drivers seat with armrests, 5 seats. Please call 01142 838484 or Email www.leightonvans.co.uk (T)

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2013 VW T2 Last Edition, Danbury Rio conversion 0 miles, 1.4 petrol water-cooled manual, exclusive body paint, luxury internal finishing, official certificate of authenticity, white-wall tyres & wheel caps, white crystal lenses indicators, special Atlanta Blue vinyl upholstery & decorative stitching, MP3 sound system with auxiliary & USB capabilities, 2 burner gas hob, grill and oven, stainless steel sink with electrically pumped water, 240v mains hook up, a camping leisure battery, assorted storage cupboards, interior strip & spot lighting, raising roof, double bed, gas oven and much more. **£58,999.** Ref: 2604.



2012 VW T2 Rio, 41,085 miles, 1.4 petrol water-cooled manual, finished in White over Orange with Premium Wooden units and has a spacious double bed, 2 burner gas hob, gas grill & oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more. **£32,995** Ref: HRW.



2011 VW T2 Danbury Diamond, 1.4 Petrol, 27,600 miles, spacious double bed, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, CD radio with MP3 Capacity, raising roof with roof bed, alloy wheels and much more. **£39,995.** Ref: 3206.



2010 VW T2 Rio, 8,321 miles, 1.4 water-cooled petrol, power steering, underseal anti-corrosion treatment, heated windscreen, raising roof & roof bed to make 4 berth, lowered suspension with Fuch-style alloy wheels and much more. **£37,995** Ref: OGJ.



2015 VW T2 Danbury Rio, 3123 miles 1.4 watercooled petrol engine, ultra-low mileage, air con, power steering, Freeview TV/DVD, freestanding drive-away awning, matching DanBug trailer, buddy camping seat, a wooden/alloy steering wheel, a roof bed for make 4 berth, chrome bumpers/mirrors & headlamp rims, rear-mounted spare wheel carrier with colour-coded locking wheel case, front-mounted dummy wheel cover & much more. **Only £49,995.** Ref: 3204.



1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327K.



2002 VW T2 Rio, 21,036 miles, 1.6 air-cooled manual petrol, 2 burner gas hob, gas grill, fridge, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, extra side table, buddy seat and more. **£19,995.** REF: LLR.



2012 VW T2 Rio, 58,591 miles, 1.4 petrol water-cooled manual, finished in White over Green and benefits from an economical, water-cooled, petrol engine, spacious double bed & roof bed, 2 burner gas hob, gas grill, gas oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof and much more. **£35,495.** Ref: TKY.



2010 VW T2 Rio 32,088 miles, 1.4 petrol water-cooled manual, finished in White over Mocha and benefits from an economical, water-cooled petrol engine, spacious double bed, 2 burner gas hob, gas grill & oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, 240v mains hook up, raising roof with roof bed, sun roof, roof-mounted flat-screen TV, awning, CD radio and much more. **£32,995.** Ref: ELW.



2018 VW T6 Heritage-64, 2.0 diesel, Surf Double/Surf King conversion, Air conditioning, parking sensors, cruise control, electric heated door mirrors, driver & passenger armrests, VW Comfort pack, roof bed, lowered suspension, 18" polished alloys, chrome side bars, privacy glass, front splitter, leather seats with diamond stitching & piping to match metallic paint, special interior lighting with dimming switches. **£49,995 OTR.** Ref: H-64

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Injection of mystery

The new 1600TE might have benefitted from Jetronic, but why the switch back to crossplies? This was just one of the questions asked by former *Safer Motoring* editor Robin Wager back in 1971

B

ack in 1967, Robert Bosch eliminated the need to pump the accelerator or pull the choke knob for a cold start, when it introduced the first successful mass-produced electronic fuel injection (EFI) system for petrol engines.

Volkswagen, in on the ground floor, was quick to adopt it – for US models at least – on the 1967 Type 3 1600.

Previously, the fuel injection systems available were mechanically driven, pumping a continuous stream of fuel into the engine, to mix with air before being fired by the plugs. Whereas mechanical systems wasted fuel and energy, Bosch's electronic injection, called Jetronic, used a computer and sensors to measure air flow and

temperature. Based on those measurements, it adjusted the amount of fuel delivered, permitting more power, improved fuel economy and lower emissions.

For UK Volkswagen enthusiasts, up

to 1970 the only model imported with fuel injection had been the Type 4. But that was to change with the announcement of the 1971 model range, with EFI being offered on TE versions of the 1600 Type 3. And at *Safer Motoring* magazine, we finally got to test a 1600 TE in the February 1971 issue, when regular contributor Peter Noad reported on the TE Fastback.

One of the questions niggling at us was: When EFI was introduced on the 411, there was an increase in power. Why then did the new Type 3 TE have only the same power output (according to official figures) as the twin-carb TA and the previous TL?

The answer turned out to be that in the case of the Type 4, other engine mods were made at the same time, benefitting the power, whereas the Type 3 had not been changed in this way. The main reason for installing EFI, led by the American market, was to reduce pollution.

Peter did, however, show that benefits claimed by VW for the injection – easier cold starting, improved flexibility, smoother running and better economy – were borne out in practice. Acceleration was better, knocking 1.5 secs off the 0-60 time, and 4.3 secs off the 50-70 mph time compared with a TE model, while economy showed a small improvement in stop-start and town driving.

Over the years, *Safer Motoring* queried some of the marketing decisions made by the UK importers over model specifications for the British market, and this test

> Range topping TE got a heated screen as standard, but suddenly lost out on opening rear side windows and a host of other goodies



“the TE spec was effectively promoted from bottom to top of the range”

raised new mysteries. At £1159 for the Fastback (almost the price of the outgoing TL), the TE was the luxury model in the Type 3 range. But in fact the equipment levels were compatible only with the previous lower-level T model – gone were the opening rear side windows, rear armrests, parking lights, door pockets and boot light. So with the introduction of the lower-priced (£1034) TA, the TE spec was effectively promoted from bottom to top of the range!

This juggling had, it seemed, allowed VW some margin to introduce improvements. Ventilation had been greatly improved, with through-flow from two fresh-air nozzles on the dashboard, and a heated rear window had been added – a great benefit, the power consumption of which, noted Peter Noad, could not have been sustained by a 6-volt system!

After that bouquet, though, came the big brickbat. VW had reverted to crossply tyres on this 1600, and in fact on all models except the 411. Peter reported that the wet grip in this 1600TE was appalling, and advised anyone contemplating buying one of the latest models to allow an extra £20 (!) for a swap to radials.

He also wondered whether it was the right decision not to import the previous equipment from the L model. The Fastback, he thought, had the looks to justify this spec, and it certainly ought to include radials as well.

One more nugget for the air-cooled enthusiast: the new price list issued for January 1971 showed the 1200 Beetle up £41 at £740. If that sounds like a bargain, I won't tantalise you with some of the advertised prices of cars for sale. Not this time, anyway...

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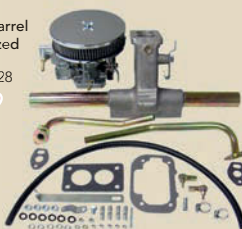
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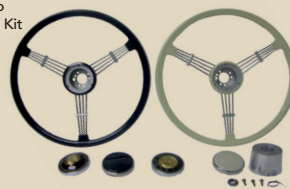
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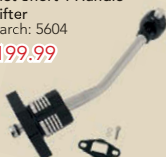
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